

THE  
CANADIAN

# National

SEPTEMBER 1957

MAGAZINE



# Contest Chatter

Being a few reflections on what has happened since it was announced that a contest is being held to find a new name for the magazine

By The Editor

**F**OR about a month now the mailman hasn't been talking to us.

In fact, sometimes it appears that he's talking to himself. About us.

And about the contest to find a new name for the magazine. However, by the time this piece appears in the magazine, he might be back to his normal jovial self because by then the final date for entries will have passed and he'll be back to bringing in the regular mail.

We must admit the man has had something to complain about. Because the response to the contest has been nothing short of tremendous. Active and retired railroaders everywhere — and everywhere includes Italy, Scotland, England and the United States, as well as Canada — have been sending in name suggestions at a great rate.

And there have been some outstanding suggestions among the entries. So many, in fact, that the judges will have a tough time deciding just who will win the free vacation or \$500 in cash.

Running the contest has been a pretty rewarding experience for everyone on the magazine staff. Although it has meant extra work, everyone here has pitched in and is enjoying opening the entries that pour in from every part of the system each day.

It is rewarding because many of the contestants have added a note of encouragement, a constructive criticism or two and, above all, have revealed a large interest in the magazine. This we like.

Many of the entries reflect a lot of heavy thinking that has been put into the suggestions. They are the kind of thing that reveal railroaders are a deep thinking group of citizens.

It will be a few weeks yet before any announcement can be made of the winner of the contest. But in the meantime we thought you might like to know what has been happening as the entries are received.

Official greeter of the mailman is Patricia Nolan — seems all the men in the office are afraid to face the mailman these days. Pat, who is clerk-stenographer in the office, then hails Gerry Perego, the energetic office boy, and they promptly start in to open up the entries.

When the load is particularly heavy, as it was in the early days of the contest, Pat and Gerry are helped from



With hundreds of entries spread before them, CN magazine staffers are well on the way to selecting a new name for the book. From left are: Patricia Nolan, Archie Duffie, Don Skelly and Dave Nelson. Final judging will be done by the magazine's editorial board.

time to time by Assistant Editor Archie Duffie, Ad Manager Dave Nelson and Circulation Manager Don Skelly.

All this time the editor skulked off in a corner, afraid the mailman might catch him.

Opening the entry forms presented occasional laughs — they were sealed up by just about every sealing device known to mankind. Some were bound up in Scotch tape, a simple opening job. Others were glued together and still others simply held by a pin. And one or two even were held together by great blobs of sealing wax.

But the real dandies were those where the entrant sought full privacy and hammered in dozens of those little wire staples — top count so far was 47 staples in one entry form.

When they were all opened up the entries were divided into English and French and then received a preliminary judging — a look-through to determine which were likely to receive consideration and which obviously would not be winners.

Then all the entries were carefully filed away to prevent their loss.

Next will come the judging by the magazine editorial board. Board members, incidentally, are W. R. Wright, director of public relations; C. A. Harris, assistant director of public relations; W. T. Wilson, assistant vice president, personnel; A. H. Hart, assistant to vice president, traffic, and H. T. Grayston, assistant vice president, operation, and the editor.

This group is expected to take some time before coming up with the eventual winner. This is natural as there are many good suggestions. Then they must consider whether the name conflicts with the name of some other publication — there are, for instance, something like 70 railway employee publications in the United States and most of these have names, some of which have been suggested for the Canadian National Magazine.

And that's about where the contest stands right now. And I'm pretty sure that we'll be friends with the mailman again in a few weeks — perhaps he might even have submitted a winning entry himself.

At any rate he stands an even chance with everyone else in the CN family. All we are looking for is the "right name" and every indication is that, thanks to the thousands of contestants, we're going to get it.



The Canadian National Magazine is published monthly by the Canadian National Railways. Any article may be reprinted, with credit, in full or in part. All correspondence should be addressed to: Editor, Canadian National Magazine, 384 St. James Street W., Montreal.

Vol. 43, No. 9

September, 1957

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Bill Smith ..... Writer-Photographer

## OUR COVER

Track welding is one of the many important jobs being done on the railroad today and Bill Smith visited a typical welding gang. His story and more pictures appear on pages 8 and 9.

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(Until December 31, 1957)

SUBSCRIPTION RATES: One year 50c, two years \$1.00, five years \$2.00. Single copies, 10c each. Send changes of address, renewals, and new subscriptions to Circulation Manager, 384 St. James St. W., Montreal, Que. Subscribers changing addresses should notify the Magazine's Subscription Department one month, at least, before the change is to take effect. Both old and new addresses must be given.

ADVERTISING RATES: Furnished upon application to Advertising Manager, 384 St. James Street W., Montreal, Que.

Authorized as second class mail  
by Post Office Department, Ottawa.

# Oldest And Youngest

This is the distinction enjoyed by Cornwall subdivision as eventual flooding by St. Lawrence Seaway required 40 miles of new main line track.

ALTHOUGH one of the oldest pieces of track on the CNR, the Cornwall subdivision also became, in part, one of the youngest on July 21 last. On that date we commenced operations over 40 miles of new, double-track main line between Cardinal and Cornwall, Ont.

It is in this area, the so-called international rapids section of the St. Lawrence River, that the joint seaway and power project is being constructed. To make way for the power pool some 10,000 acres of land along the Canadian shoreline will be flooded.

When flooding commences next year, parts of the historic towns of Iroquois and Morrisburg will disappear below the water as well as the main Toronto-Montreal highway and our century-old main line. To Ontario Hydro, which will share the new power with the State of New York, fell the task of removal and rehabilitation.

Hydro performed an excellent job of railroad building for us. We came in at the end of the project to give the line its final lift of ballast and install the signal and other communication facilities. Some 18,300 tons of 132-pound rail and 1,000 tons of lighter section for passing track and spurs was used in the job. Track was laid on creosoted hardwood ties and rail was tie-plated throughout.

Rigid specifications were set up to give us the best possible replacement in return for the matured road-bed we lost. Ballast consists of a six-inch layer of gravel (411,000 cu. yds.) on top of the sub-grade with 18 inches of crushed stone on top. Three 60-foot steel spans were required for bridge work. Also involved was the building of five new stations at Cornwall, Ingleside, Long Sault, Morrisburg and Iroquois. Three of these are sited at "new towns" that replace villages destined to disappear after flooding.

Opening the new section was a gradual process. It commenced with occasional freight trains last May and continued with increasing frequency as successive ballast lifts were applied. By the time passenger trains were authorized the speed restriction was up to 50 miles per hour.

The CNR's interest is not in the rail diversion alone, however. This is historic, United Empire Loyalist territory. It is also historic railway territory. This is the domain of the old Grand Trunk that in the 1850's set out to become the world's largest railroad — and a Canadian one at that — and went a long way toward succeeding.

In memory of our predecessor and

the generations of employees who built it into a hard-fighting organization that did battle with the transportation giants of North America, we donated two pieces of equipment to the memorial park at Morrisburg. The park, still a paper project for the most part, is located on the Chrysler Farm battleground. As a reminder of pioneer life, and laid out in beautiful countryside, it gives promise of becoming a major tourist attraction in eastern Ontario.

Our Grand Trunk coach and Mogul locomotive that will rest on a section of the original track will be a colorful reminder of not so much a railway as an institution. It was the Grand Trunk that brought life to the isolated farm and forest and quickened the growth of all southern Ontario into the industrial heartland that it is today.

## CNR War Vets Aids Kids' Camp

SOME 750 underprivileged children will be able to spend summer holidays every year at a lavishly equipped island camp in the scenic Kawartha Lakes of Ontario — thanks largely to the efforts of Toronto CNR War Vets.

Along with other member organizations of the Canadian Council of Industrial War Veterans' Associations, the Toronto branch, CNR War Veterans' Association has played a big part in collecting sports equipment, raising funds, and generally getting the 104-acre camp into shape.

And there was plenty to get in shape.

Visitors first see a wide lawn sweeping round the main lodge. This is the main playground for the children.

In the main building is a huge living room with granite fireplace, big ceiling beams, oak floors, also a dining room, kitchen and several bedrooms upstairs. Furnishings include a grand piano, an organ and relics of the area's history.

Outside are a boat house with six craft, an ice house, utility building, and caretaker's home.

Camp Maple Leaf, as it is called, was opened ceremonially with participation by a CNR Veterans' color guard. G. L. Galloway, superintendent, motive power and car equipment, Toronto, gave the CNR's good wishes for the future of the camp.



# G. T. R. I. & P.

*A friend in need to railroaders for 72 years, the Grand Trunk Railway Insurance and Provident Society is a casualty of progress. A senior CNR officer who has been active in the I. & P. for many years explains in detail the future of this venerable institution.*

**By W. H. Hobbs, Vice President, Personnel**

**A**N HISTORIC and momentous event in the life of the Grand Trunk Railway Insurance and Provident Society occurred in Montreal on June 12. It was the last meeting of the committee of management of that society, as it was then constituted. As of July 1 the committee was succeeded by a pro forma committee of management consisting of the company members of the Canadian National Railways Pension Fund Board.

Here is the story, which is of interest to a large number of employees located on that part of the Canadian National System which was formerly operated by the Grand Trunk Railway.

The "I. & P.", as it was familiarly known to succeeding generations of railroaders, goes back a long way in our history. It was, indeed, a pioneer in the field of employee welfare plans on this continent. Established under the provisions of an Act of Parliament, it commenced its operations on January 1, 1885, and is, therefore, now over 72 years old.

The Society, which was really a co-operative venture on the part of the employees and the company, and was

administered jointly by employee and management representatives, provided its members, for a small monthly fee, with hospital, medical and surgical services on a generous scale, with a modest sick allowance which might run for up to one year, and with life insurance varying in amount from \$250 to \$2,000.

## Premiums Varied

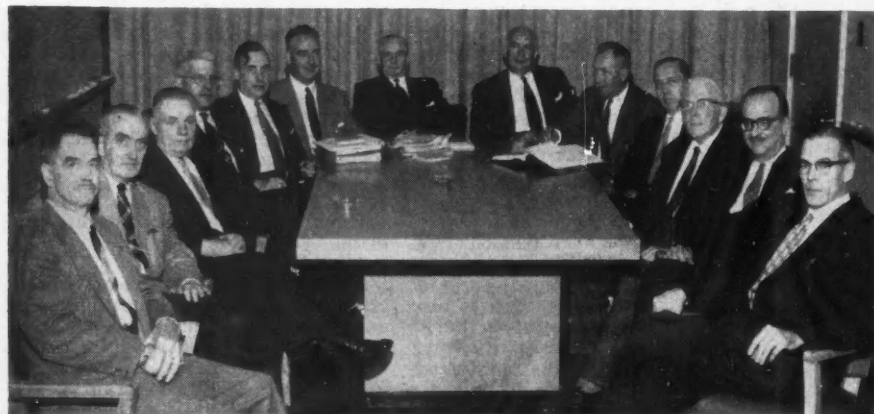
When the Society was formed the life insurance business was in its infancy, and the science of this form of protection was quite undeveloped. The Grand Trunk insurance plan was on what was known as the assessment basis. The premium charged the members was a variable figure, sufficient to meet the death claims received during the preceding period. This form of life insurance has long since been condemned by the actuaries as unsound, and, indeed, the government insurance inspector would not now permit the establishment of an insurance scheme on the assessment basis. Some years ago the Grand Trunk Society, on advice from company officers, went to the "actuarial reserve"

insurance basis, in conformity with modern and accepted practice.

Through its long history, the Grand Trunk Society proved a friend in need to countless employees. Its operations were particularly in evidence where there were large concentrations of employees—at such places as the Point St. Charles Shops, at Montreal, Stratford, London and other terminals. The Society did a good job, and fulfilled the purpose for which it was established. In recent years, however, it has run into increasing problems, which have caused the committee of management increasing concern. Those problems had to do with the inflation of hospital, medical and surgical costs (it became necessary to make several upward adjustments of the monthly fee for these benefits) and with the rapidly changing general scene in the realm of health and welfare programs.

For example, in these days the average citizen—because of the high cost of doctors and hospitals—is anxious to protect his dependents as well as himself, and the Blue Cross and other non-profit plans have been established for just that purpose. It was a practical impossibility for the Grand Trunk Society to expand its operations to take in the employees' dependents. Thus many prudent members felt themselves obliged to obtain Blue Cross protection in addition to their coverage with the Society. Furthermore, for the young employee it became possible to buy life insurance of a much more attractive form and at considerably lower cost than that provided by the Society.

The crucial problems came this year with the establishment of the health and welfare plan negotiated between the railways and the non-operating unions, and the institution of a similar plan, on a voluntary



Last meeting of the committee of management of the G. T. R. I. & P. Society was attended by, from left: J. L. Millar, A. L. MacKenzie, J. S. Burness, H. R. Black, F. S. Chappell, J. L. Toole, W. H. Hobbs, Dr. K. E. Dewd, G. K. Balser, T. C. Young, C. McDonald, D. I. Grant and R. H. Tarr, in conference room.



basis, for non-schedule employees. Around 60 per cent of the members of the Grand Trunk Society became automatically subject to the negotiated plan when it went into effect on January 1, 1957. Many other members were eligible for the voluntary plan.

The contract for the underwriting of the negotiated plan, which was approved by the joint employer-union committee, provided that the railway would not permit deduction through the pay roll of premiums for any duplicate hospital, medical and surgical benefits in respect of the employees provided for in the negotiated plan. Without going into technical details, it may be said that such prohibition was necessary to ensure the maximum benefits under the negotiated plan (and the same comment holds true for the new voluntary plan). If duplication were permitted it would inevitably result in a higher cost or, conversely, reduced benefits.

Faced with this mandatory withdrawal of so many members the committee of management realized that it was difficult indeed to contemplate the continued operation of the Society. So far as hospital, medical and surgical services were concerned, the greater proportion of the membership were now provided for by the new plans, and the Blue Cross was available for the members who were not so covered (running trades employees, for example), many of whom were already in the Blue Cross for the purpose of protecting their dependents.

There was, however, the question of life insurance. While the new negotiated and voluntary plans include life insurance the element of harmful competition with other plans, as above referred to, is not present here, as any additional life insurance carried by the employee is supplementary rather than duplicatory: there is no reason why the employee should not buy all the life insurance, over and above that provided in the new plans, that he can afford.

#### Sufficient Insurance

The predominant concern of those charged with the administration of the Grand Trunk Society, therefore, was how could the Society protect the interests of those members to whom their life insurance with the Society was of vital consequence. Many of the younger members, who now came automatically into the negotiated plan, would no doubt regard the life insurance provided by that plan as sufficient for their needs, and would drop their insurance in the Society. The considerations were quite different for many of the older members, however; and it should be noted particularly

### *Minutes of a preliminary Meeting of the Committee of Management of the Grand Trunk Railway Insurance and Provident Society, held at Montreal on the 23<sup>rd</sup> September 1884*

#### Present

*M<sup>r</sup> Michelson, General Manager, In the Chair*  
*A. M. Ramsay, Standard Insurance Co.*  
*Maurer, Assistant Manager*  
*Appelton, Superintendent, G.P.R. Div.*  
*Hallett, Michelson*  
*Stiff, Superintendent, G.P.R.*  
*Hobson, Engineer*  
*Drumville, Michelson Superintendent*  
*Mawson, Traffic Auditor*  
*Harker, Accountant*

Original records of the I. & P. are still maintained in Montreal. This extract shows attendance at the preliminary meeting held even before the society was in operation, 73 years ago.

that of the 14,500 members of the Society about 4,000 were retired employees who could not come under the new plans, and who, in a good many cases, had no insurance other than that with the Society.

With the object of assisting the Society to determine a desirable course of action in these complex circumstances the company procured for the committee of management an actuarial report on the condition of the insurance reserve. While, as a result of the action taken some years previously, a substantial reserve had by this time been built up, it was questionable whether it was sufficient to enable the Society to meet its insurance obligations to the members—that is to say, to pay in full the death claims as they matured. The report, when received, did indicate that there was a considerable deficit in the reserve; the Society was not actuarially solvent. However, bearing in mind the obvious concern of the older members of the Society, and the assistance the company had always given in its administration, the company submitted to the committee of management a proposal which, in essence, was as follows:

**That the Society should cease to provide hospital, medical, surgical and sick allowance coverage after June 30, 1957. All claims arising from accident or illness up to the closing hour would be met in full in accordance with the rules: if the remaining resources of the Society were insufficient for that purpose the company would make up the difference. The company would assist members not covered by the new negotiated or the voluntary plans who might desire to transfer to Blue Cross as from July 1. Arrangements would be made with Blue Cross to waive the usual waiting period of one month.**

That the life insurance fund be continued for existing members but be closed to new entrants. The company would guarantee payment of the face amount of insurance held by a member upon his death. The company would further guarantee that the existing premium rates would never be exceeded. The committee of management might reduce the premium rates if subsequent periodical actuarial valuations of the reserve warranted such action.

The existing committee of management would be superseded by the company members of the Canadian National Railways Pension Fund Board.

The committee of management decided unanimously to recommend the acceptance of this proposal to the membership at large and at a special general meeting of the members held on June 12 the proposal was accepted by a large majority of those present or represented at the meeting, and it is now, therefore, in effect.

#### Interests Safeguarded

No doubt many "old-timers" will regret the passing of this familiar and respected institution, however inevitable the event had become; but it is gratifying to know that the real interests of the members have been safeguarded. The Society will occupy an honorable place in the annals of the Canadian National System.

The former committee of management, whose duties ceased on June 30, consisted of nine members. Four were nominated by the Board of Directors of the Canadian National Company. One was always the Chief Medical Officer, who supervised the medical services provided by the Society. The other four represented the local executive committees on the line—at Montreal, Belleville, Stratford and London, respectively.

Committee members at the last meeting were: J. L. Millar, Chairman of the Stratford committee, A. L. MacKenzie, Secretary of the Montreal committee, J. S. Burness, Chairman, Montreal committee, H. R. Black, Chairman of the London committee, F. S. Chappell, Secretary, London committee, J. L. Toole, Comptroller of the company, W. H. Hobbs, Vice-President Personnel and Chairman of the Committee of Management, Dr. K. E. Dowd, Chief Medical Officer, G. K. Balser, Secretary-Treasurer of the Society, T. C. Young, Chairman of the Belleville committee, C. McDonald, Secretary of the Stratford committee, D. I. Grant, Executive Assistant, CNR, and R. H. Tarr, Secretary of the company. The railway officers were the company members of the Committee of Management.

# Paper Plays Its Part

By Archie Duffie

LET'S get it in writing.

You've heard that phrase time and again, and getting anything in writing involves paper-work. Hand-write it in flowing Spencerian or doctor's-prescription scrawl — type it — put it through punched-card machines — have it spew out of a teletype printer on a roll, or out of a recording wattmeter on a tape — whatever communications angle your job calls for, you'll need paper.

Stationery, everything from plain blank paper to complicated forms, eats up a fantastic amount of paper — 369 tons of it in 1956 on the CNR.

The largest single concentration of printed forms and other stationery is maintained at headquarters in Montreal, where, under the close scrutiny of Cal Howard, stationery storekeeper, space equal to an entire city block is taken up by huge stacks of paper in various forms, and row after row of steel shelves bearing the "working stock."

There are also more rows of steel cabinets bulging with "sundries," the word used by the storekeepers to describe things like pencils, erasers, paper clips and a hundred and more of the items needed to keep the railroad rolling.

The huge storage room, comprising 33,000 feet of warehouse and office space, is in the concrete viaduct over which the trains rumble into Central

Station. It's well lighted and ventilated, and kept clean as a whistle. From it flow the supplies for the Central Region, including the railway's requirements, and those of the express, telegraphs, steamships and subsidiary companies.

There are also stationery stores at Moncton, where Pat Padberg is general storekeeper, and at Winnipeg, where Harry Gibson keeps a fatherly eye on the stock.

At Montreal, the stock on the floor and shelves at any given time runs to about \$400,000 in value. Monthly issues use it up at the rate of \$80,000, and a rigorously up-to-date panel-card file tells the stockkeepers when to order new supplies.

It takes more than a card record, however. A great deal of judgment and experience are needed to anticipate requirements, and to keep from accumulating unnecessarily large amounts of supplies. Periodic inventories are, of course, the main method of exercising control.

In filling requisitions, the stockkeepers use rubber-tired, four-shelf trucks, taking supplies from steel shelves six "stories" high, on which the "working stock" is kept. The shelves are replenished from the wrapped-up stock kept on the warehouse floor.

Expert wrappers prepare stationery for shipment, and also use aluminum



Graphs and charts are important in operations of research and development department. Bruce Robertson is seen placing a new chart in the polarograph.

boxes with locks for shipping "sundries" all over the system.

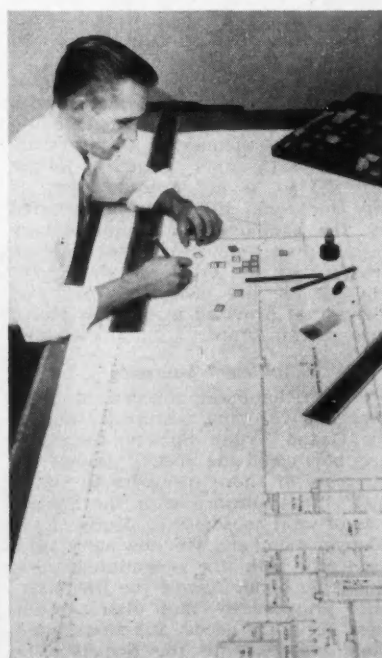
A requisition will take about a week to process, but when one comes in marked "rush" it gets the full treatment. It is assigned to a special man, and usually the required material is on its way the day after the requisition is received.

Forms are numbered, with various departments being assigned series numbers. For instance, express forms are in the 5,000 series, telegraphs in the 6,100 series and purchasing and stores forms from 4,400 up.

Most of our printing is done by commercial firms, but we have equip-



One of the basic services of the passenger department is the supplying of information to travellers. Like Diane Alix's timetables, printed matter in the form of vacation travel booklets, special excursion "dodgers", and other similar items are distributed free of charge.



Paul Dvorsky uses a big sheet of paper to plan an office layout. He's a designer in the office services department at Montreal.

ment, in the form of a Heidelberg press, and multigraphing machines, to run off any form in a hurry should the need arise.

The designing of forms is one of the functions of the office services department at Montreal.

When a requisition is made for a new form, a skilled draftsman at office services makes up a dummy form embodying the requirements.

From this a printing plate called an "electro" is made from which the form is printed. The plates are then stored by the stationery storekeeper for future use.

As the usual thing, we do not have only one form printed at a time.

Using a complicated but efficient system known as "group printing," we can run off as many as 25 different forms on the same sheet of paper at the same time. It's a matter of locking together all the electros for the different forms, and putting the whole deal through the printing press at once.

Then the big sheet is cut into individual forms, which are gummed into pads, or stitched into books or otherwise prepared for use.

The saving in time and paper by the use of this system is really worth while.

Figures tell the story, and in 1956 we used 31,000,000 envelopes of various sizes, 132,132,000 printed forms, and our bill for stationery and printing came to \$3,797,000. That's a pretty substantial item of expense, and one that points up the necessity for the intelligent use of the paper products.

While stationery takes the biggest bite of our regular paper requirements, it isn't by any means the only use to which paper is put.

In the research laboratory in Montreal, the technicians not only use paper for their own specialized purposes, but they have intricate machines for testing paper, among other substances.

In the Fadeometer, the ability of paper to resist fading from exposure to light is tested. The machine con-



A newcomer in the field of telecommunications is Telex, being operated here by Monica Walsh. It uses up plenty of paper.



Office supplies by the ton in the stationery stores at Montreal. Robert Elliott places an order of notebooks on the shelves.

sists essentially of a blindingly-powerful carbon-arc light, which can be directed at samples of paper under closely controlled conditions of temperature, humidity and time.

Then there is the tensile strength tester, which grabs a sample of paper between metal jaws and slowly pulls it apart, like a robin reducing a worm to snack size, while the tensile strength of the sample is measured electronically on a dial.

Also used for testing the strength of paper is the Mullen tester.

In this machine, glycerine is pumped by a motor-driven pump into a cylinder, forcing a piston against a sample of paper. A gauge registers the resistance of the sample up to the point when the piston bursts through it.

These are testing machines, but the

lab finds many other uses for paper, including a number of devices that use a tape on which to show a running record.

One of these is the Hemeon sampler, used to detect smoke and other small particles in air. A small pump pulls air through a paper tape that moves at pre-selected intervals, making a series of smudges on the clean paper. From an analysis of these smudges, the concentration of smoke or dust particles in the air can be accurately measured.

This machine is being used in connection with studies involving the use of the tunnel between Port Huron and Sarnia by diesel-electric locomotives.

Another device that uses a paper tape is the polarograph, by which it

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Another heavy user of specialized paper products is the S.D. & P.C. department. Chief Clerk Clarence Bright displays some of the paper items used by his department in the service of the travelling public.



Train arrival and departure times appear as written on the receiving unit of a teleautograph at Central Station, Montreal. L. E. Chamberlain, trainmaster's clerk, checks the record as it comes in.

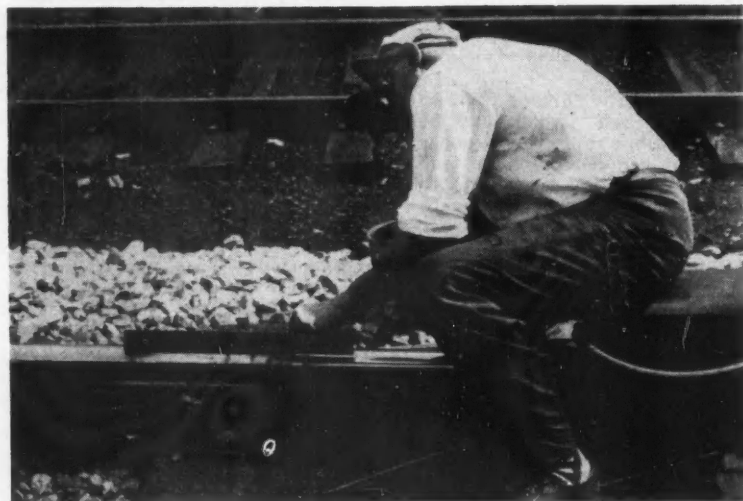


# WELDERS at work

**Story And  
Pictures**  
**By Bill Smith**



1.



2.



3.

**L**ET to themselves, the thousands of miles of CNR rails spanning the country would rapidly deteriorate into steel ribbons comprised mainly of teeth-jarring bumps and jolts.

No matter how carefully constructed the roadbed, rails suffer constantly from the unending pounding they receive from the miles of trains passing along them daily. The tread of a 200-ton diesel and the train it pulls is a heavy one, and an engine can't tip-toe.

Tracks suffer most from what the operating department calls "end batter"—the pounding that the rails get at the joints. This effect, produced by the wheels of the cars as they smack against the joints, can form serious depressions at the switches and rail crossing "frogs", giving a bouncing ride and resulting eventually in a ruined rail.

The rail end suffering from this disease are cured by welding gangs, whose job it is to build the end up to its original height, smoothing the surface and producing a "like new" ride for the trains. This is done by heating the ends with acetylene torches, burning off the foreign matter, and applying fresh metal to the damaged area. Careful application raises the level of the rail end, and the job is finished by a grinder which smooths the weld even.

Though simply stated, the job done by the welders requires a great deal of skill in their trade. It is literally

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1. Tanks of oxygen and acetylene are loaded on hand car at Acton Vale, Que. Each tank weighs between 150 and 200 pounds. Welder's torch is connected by 70 yards of hose.
2. Before weld is made depth of depression must be measured. Joseph Dube checks with straightedge just how badly joint is worn; if light shows repair is needed.
3. Pre-heating of the rails is necessary before applying the welding metal. Rail-ends are brought to a white heat and then the "dip" is slowly built up by the operator.



4.

4. Rebuilding starts five or six inches behind the joint on both sides of the frog. Rounded ends and dip at joint are visible in this close-up picture of a weld being applied.

5. Motor Car Operator Walter Jackson replaces bond wires which are bent back to avoid heat of flame in welding. Jackson is in charge of moving tanks, hoses and tools.

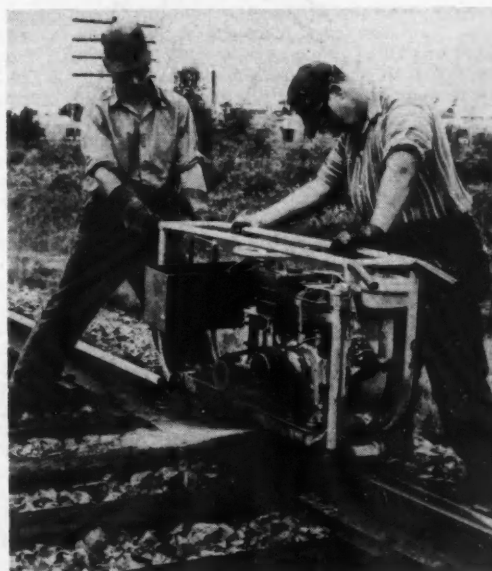
6. Finished weld, higher than rail level, is ground to proper height by gasoline powered grinder operated in this photo by Ted Ryan, right, and Michael Maresca.

7. Periodic checks with dispatchers are made by Jackson to keep track of trains. Several such calls are made daily to provide wide margin of safety for crew.

8. His torch and goggles replaced by apron and knife, Adrien Belisle takes his turn as chef. This is a job done by each member of the crew in turn when away from home.



5.



6.



7.



8.

WHERE IS OUR  
DIRT?



# Everywhere!

That's what it seems like to CNR's sanitation officers who wage an unending war in the interest of public health and clean shipping. They say everyone can help.

**By Archie Duffie**

**P**UT into one area, all the buildings used by the Canadian National would make a pretty impressive city.

Buildings would range from the tiniest switchman's shanty to the cloud-bursting Queen Elizabeth Hotel, and there would be a couple of dozen different kinds of buildings on wheels—because that's what our cars are.

Take the biggest building, or the smallest, and let there be one mouse, or one cockroach or housefly or germ in it, and you have a target for the sanitation department officers, who spend their waking hours in a finish fight against pests, from rats as big as cats to germs that are invisible but deadly.

But the rats don't come big enough, or the germs deadly enough, to scare off the sanitary inspectors.

Working under the medical department at headquarters, our regional sanitary officers, the cleanest-minded men you'll ever meet, are Ev (for Everett) Rose at Moncton; W. H. (Pat) Patterson at Toronto; George Laing at Winnipeg; Reuben Cooper at Edmonton and Fred Taylor at headquarters in Montreal.

They're all licensed sanitary inspectors, holding certificates from the Canadian Sanitary Institute, an organization that works closely with the various provincial departments of health, and the Canadian Public Health Association.

They are dedicated to protecting the public health on the railway, and they are the sworn enemies of dirt, disease and destruction by vermin.

They concern themselves with such matters as food inspection, food handling, water sampling and water supply inspection and treatment in shops, stations, passenger equip-

ment, bridge and building and extra gang cars, and hotels and steamships.

They make spot checks on livestock shipments, to see that cattle, horses and other animals in transit are free from disease and have proper health clearances.

Their job, as may easily be imagined, can be difficult and unpleasant.

For instance, a few years ago a derailment caused the wrecking of a number of cars of livestock during the hottest part of the summer. Within a few hours the carcasses had been affected to the point where the wrecking crews were simply unable to face the job of disposing of them.

But the sanitation officer had a job to do, and he knew that waiting around would only make matters worse, so he moved in with spraying equipment provided by the company, and iron self-control provided by his Maker, and soon had things fixed up so the more squeamish members of the cast could clean up.

Let's face it. Like a housewife who relents for an instant, we get mice, cockroaches, bedbugs, silverfish, flies and others of the less admirable of nature's creatures in our buildings and rolling stock.

In the fall, field mice look around for a hole-up for the winter, and a dining car or sleeper looks much like any other nice warm house to a field mouse. Bugs and beetles aren't finicky—quite the contrary. The dirtier and greasier it is the better they like it. Saves them from having to eat out.

Food for dining cars, and passengers' baggage serves as a means of entry for roaches, bedbugs and silverfish. Grain





cars can become infested with weevils, hides can deteriorate, and rats can get in with express shipments.

So the sanitation man seeks to eliminate favorable conditions for the pests, on the one hand, and to eliminate the pests themselves if they have been able to make the first move.

"If you can't keep 'em out, knock 'em out," is their motto as they swing into action with sprays, poisons and death-dealing dust. They kill off the pests, correct the conditions that enabled them to thrive, and keep coming back to see that the conditions stay corrected.

The sanitary officers follow up complaints from patrons in meal-service cars, who might blame a sudden illness on the food they have been served. In a case of this kind, they will remove the suspected food, and have it analyzed in our medical laboratories.

Sanitation men are responsible for seeing that any car in which a person with a contagious disease has travelled is properly disinfected before it is put back in service.

An example of the scope of their work is provided by what a detective-story writer might call *The Case of the Dark Brown Water*.

It seems that a man who owned a home beside our right of way drilled a well, and for a few days got beautifully clear water. Then, overnight, the water turned dark brown and undrinkable.

The outraged citizen called in the provincial health authorities, who sampled and tested, and concluded that the brown water was caused by seepage through the newly-laid cinders of our road bed.

Accepting this conclusion might have cost us a pretty penny, so we had our sanitary inspector do a little testing and sampling, too.

What he found out, and what turned out to be the real fact of the matter, was that the water in the well was coming from a deep-down bed of iron ore more than a quarter of a mile away. Once the head of clear water holding back the seepage from the iron ore had been used up, the brown water moved in, and that was the end of the well, as far as clean, clear water was concerned.

Speaking of water, much time and attention is devoted to the water supply problem, and in many places where our buildings are supplied direct from wells or other local sources, we have installed chlorinators, devices that appropriate quantities of chlorine to the water to kill off bacteria. The chlorinators are under constant inspection.

In a number of cases where it was found that our water supply locations were subject to contamination, we bought and fenced in the source of supply to keep people away

from it. As the sanitary officer in charge observed, it was tough on the kids who lost their swimming holes, but it had to be done.

As water must be kept clean and potable, so must the milk we use be beyond criticism. Sanitation officers see that only pasteurized milk is bought for CNR use, and frequent samplings keep the supplying dairies on their toes.

The officers find that restaurant inspections are seldom dull. The men and women who run our restaurants don't resent constructive criticism, provided that the criticizer is tactful and eloquent in explaining the reasons for his inspections. Just to charge into a kitchen and start telling the people what is wrong is asking for a frying pan between the eyes.

Sanitary inspection is a job with plenty of variety, and for every day when nothing seems to go right, there is a day that provides an outstanding memory.

Like the time when one of our West Indies ships, now out of our service, became infested with mice. There were hundreds of them, and in the course of inspection, one of them suddenly turned on the inspector and ran up the leg of his pants. Observers say that for a few memorable moments he made Elvis Presley look like a slow-motion movie of Perry Como.

Their specialized training makes the sanitary officers good chaps to have around in an emergency, too.

During the terrible floods that ravaged southern Manitoba in 1950, CNR personnel performed prodigies in helping the stricken population, and the sanitary officers were right in the middle of it.

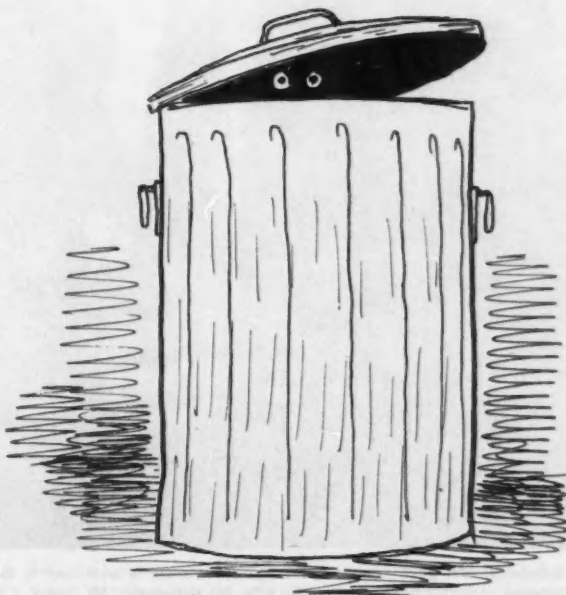
Water cars were set up at various stations, filled with drinking water from approved sources, properly sterilized and tested to rigid standards. If contaminated drinking water had been used, it would have assuredly added to the death toll from the disaster.

The sanitary specialists worked night and day to see that CNR meal-service, water and sleeping cars used in flood relief measures were hygienically clean.

For months after the floods had subsided our usual sources of water were contaminated, and the water cars provided the answer to this difficult problem.

Actually, the railway was the only organization in the area properly equipped to cope with this aspect of the emergency, and provincial authorities were duly impressed with the way we handled the situation.

Whether you work for the CNR, or ride on our trains, or use our stations, or trust your property to us for transportation, you can be sure that a staff of experts, a "Clean Up Squad" in every sense of the word, is looking out for your interests.



# On Pension, but . . . Far From Retired



Brimming with good health, E. Frank Smart's smile is testimony to the effects that properly directed activity can have on a man after his retirement. Mr. Smart is shown with his grapes.

Idleness has no place in the scheme of things for CNR Pensioner Frank Smart, who is busy as a jack-of-all trades at his home in Grassie.

**By Michael Shaw**

A WEATHERED old buggy, its silvered timbers becoming more brittle every year, lies half-exposed to the elements in a small twisted farm shed high on the Niagara escarpment.

This venerable conveyance, along with a brass telegraph key on the sideboard of the neat brick farmhouse nearby, are two relics of E. Frank Smart's 42 years' service with the Canadian National Railways.

Time and miles have now rendered the buggy useless. Mr. Smart only uses the key to tap out "Good meal, mum" after a satisfying dinner.

But while the tools of his earlier livelihood are now obsolete, the hands of this industrious pensioner have remained far from idle. He has turned them to woodwork, and the results may be admired throughout the house—a fine walnut and cane rocking chair, several spinning wheels, a sewing cabinet, table lamps and others.

And woodworking is not the limit of his interests. In his five-acre lot at Grassie, Ont, he grows four acres of grapes, and on top of that keeps bees, an orchard, a vegetable garden, a cow, and—his pride and joy during the summer—a couple of fine beds of roses.

All this activity is characteristic of Frank Smart, son of a conductor on the old Northern Railroad out of Toronto, who kept a farm in his off-line hours. Frank admits he's always been well and truly bitten by the "farming bug," and for many years while agent at Stoney Creek, Ont. he kept a 75-acre property of his own. Aiding him were three strapping sons.

His service with the railway began in 1909 when he became an agent's assistant. He served at several points on the Niagara Peninsula, but the majority of his service was at Grimsby and Stoney Creek.

And that's where his old buggy saw its service, carrying him every day back and forth from the depot, over mud roads in spring and through the waist-high snowdrifts that winter

winds pile up across Niagara.

His buggy gave way to the automobile, but people along Frank's route continued to set their watches when he passed their gates.

Frank's amiable nature earned him many friends, and when he retired the weekly Grimsby Independent remarked:

"The trouble with this hurly-burly world today is that there are too few men in it like Frank Smart. Frank loved newspapermen and newspapermen loved him, all because he loved his fellowmen."

The Morse key on the dresser testifies to the success of his youthful determination to be an excellent operator.

"It was another 'bug', and I had to follow it through," he says.

Like the rose breeding and cultivation which is his main summer hobby, his preoccupation with woodwork the rest of the year is an interest which just grew with him. His homemade bandsaw with its tiny wooden adjustment pins was copied from a picture in a mail-order catalogue.

From the bandsaw and a surprising-ly simple lathe, 69-year-old Mr. Smart

has produced a variety of items of furniture, but if he has a "bug" for any particular piece, it is for spinning-wheels.

Large and small, they stand around the house on neatly turned legs and with varnished finishes. Some perhaps he will keep. The others will go to a novelty shop in Grimsby.

Most popular versions, he finds, are tiny table lamp spinning-wheels. Last winter he sold about 30 of them.

Each requires several hours of work. For the large wheels, each spoke has to be turned on the lathe—"but it isn't so hard once you set the calipers on them and they're turning right."

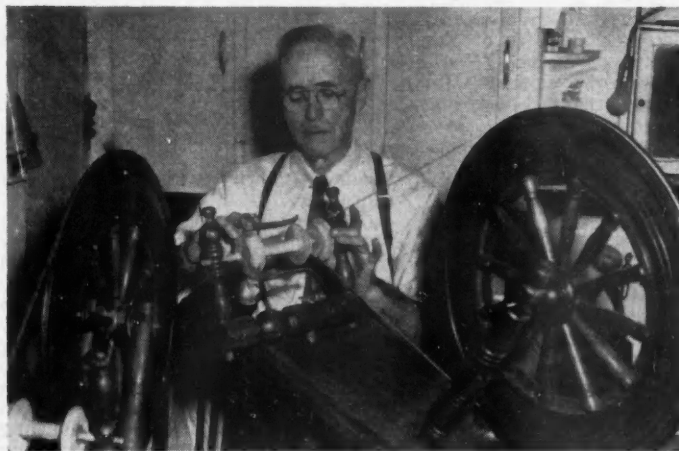
As Mr. Smart admits, he picks up his lumber "here and there". Walnut is his favorite, and he has a couple of gnarled stumps ready for cutting and turning. Right now the hydro commission is cutting enough along the highway to last him for many winters.

Hobbyist and agriculturalist, Frank Smart still has railroading in his blood. Out in the shed serving his rose garden is an old Edison phonograph with one record always set to spin.

The title: "Casey Jones".



Working around bees is no trouble for Mr. Smart, who was brought up on a farm.



These spinning wheels aren't antique but are the results of hours spent in the workshop by this CNR veteran whose days are filled with creative work.



Pride and joy of the farm is the beautiful flower garden in which Mrs. Smart shares the delight of her husband.



Much of the machinery in this well-equipped workshop was designed and built by Mr. Smart to do specific jobs.

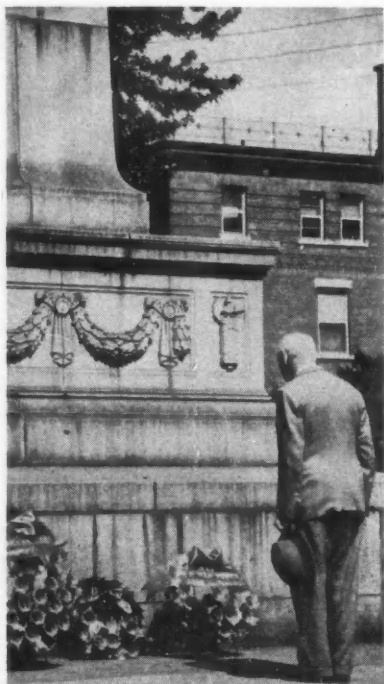


No farm is complete without a cow and the veteran railroader can handle this end of the business with the same efficiency he showed as a CNR agent.



# War Vets Meet In Montreal

19th convention of CNR War Veterans' Association attracted delegates from all across Canada. They met, worked and played in Montreal as a heavy program of business and social activities filled the agenda.



After placing a wreath on the cenotaph, George Bleasdale, 87-year-old vice president of Montreal Branch, stands at attention.



Father and son delegates, Walter and Charles Dewsbury compare notes. Walter is president of Hamilton branch and Charles is from London.

FROM all over Canada they came, these CN railroaders who had served in Allied army, navy and air forces during the war, to mark the 19th annual convention of the Canadian National War Veterans' Association, held this year in Montreal.

And Montreal was ready for them. The 200 delegates and wives were welcomed by members of the Montreal Branch who had arranged a three-day program crammed with activities.

During their deliberations the veterans re-elected Alexander Connor of Montreal to a second term as Dominion president. They chose Douglas Fraser of Ottawa as vice president; George Clements of Montreal as treasurer and George Long, also of Montreal as secretary. Charles O'Neil of Moncton and Robert Cooper of Hamilton were elected regional vice presidents.

Liaison officers were also chosen, with James Ryall of St. John's representing Newfoundland; George Bailey of Moncton, the Atlantic Region; Stewart Collins of Toronto the Central Region. George D. Harrison of Hamilton was named publicity officer.

But the elections of officers formed only a small part of the program. The delegates were whirled through a series of social and business events that made this one of the more outstanding of the veterans' get-togethers.

At the convention banquet the delegates heard George Hees, recently

named Minister of Transport in the new Federal government, who spoke feelingly of the part CNR people have played in the development of Canada. He also stressed the fact that rail transport is becoming increasingly important as Canada grows in world stature.

"The railways have been, and will continue to be, one of the greatest unifying forces in Canada," he said. "The railway industry is just as important to the future of Canada as it ever was."

The city of Montreal also went all out to make the delegates feel right at home. The red carpet was spread for one of the memorable Montreal civic receptions at St. Helen's Island where Acting Mayor Jean Labelle acted as host to the visitors, who represented 35,000 CNR war veterans from all across the country.

During the business sessions, resolutions were passed affecting pensions, widows' allowances and unemployment insurance.

Opening luncheon at the convention was held in the reception room at Dow Brewery where the delegates relaxed and talked over old times and made plans for the future. In the afternoon they were given an indication of how the telephone industry operated during a conducted tour.

Then Montreal itself was placed on display as the visitors were taken on a three-hour tour of the city, touching all major points of interest and seeing



A highlight of the convention was the official reception held by the city of Montreal for the visiting CNR veterans. Here Acting Mayor Jean Labelle, center, points out Montreal's nighttime skyline to four of the delegates during the festivities on St. Helen's Island. From left are: Mr. Pridham, Mrs. S. Markle, Mr. Markle and Mrs. Pridham, all of Toronto. Convention affairs covered three days.



Officers elected at the convention, are, seated, from left: Douglas R. Fraser, Ottawa; Alexander B. Connor, Montreal, and George Long, Montreal. Standing: Stewart Collins, Toronto; James A. Ryall, St. John's; George Bailey, Moncton; Robert G. Cooper, Hamilton; George D. Harrison, Hamilton; George M. Clements, Montreal, and Charles O'Neil, Moncton. Delegates heard George Hees, Federal transport minister.

many of the places where Canadian history was made.

A solemn observance wound up convention activities as the group gathered in bright summer sunshine at the Cenotaph in memory of dead comrades of both wars. Wreaths were laid and a short memorial service marked the end of the 19th annual Convention of CNR War Veterans.

But they will be back together again next year. As yet the site of the 20th annual meeting has not been chosen but President Connor expects to be able to make an announcement on this subject in the near future.

## Welders

(Continued from Page 8)

true that a lot rides on their efforts, and an inexperienced job would lead to a great deal of trouble.

Track Welding Gang 4 is an eight-man team which covers the Montreal district, a region which is by no means limited to the city. The gang has ranged as far afield as Massena, NY, Brockville and Brent, Ont. and Stanhope, Que. Their home for the six months they travel is a neat and compact bunk car complete with kitchen, electric lights and a radio.

The men of Gang 4 have become relatively self-sufficient in their bunk-car existence. They "live off the land", buying fresh meat and supplies from the grocers of the towns in which they

are stationed at the moment. Their electricity is provided by a tap line hooked into the local power supply, the current passing through a specially installed fuse box. Next to the ceiling lights hang brackets for the old kerosene lamps; a quiet reminder of the improvements brought about by electricity.

Fuel for the coal stove and water for washing are carried in a retired steam locomotive tender coupled to the car, an innovation which makes practical use of a tender which would have been scrapped, and assures ample quantities of coal for both cooking and heating when the weather gets chilly.

Ice for the refrigerator is dropped by passing trains. It is picked up, chopped into workable cakes and stored in the ice chest for use. The box enables the men to store choice steaks, milk and soft drinks for short periods of time, but discourages buying of food in large quantities.

The car is kept immaculate by the men, who sensibly reason that it is, after all, their home for a while at least. Sloppiness is not tolerated and cleanliness is insisted upon.

Welding gangs, like armies, travel on their stomachs. The big meal of the day, supper, resembles a no-holds-barred affair, from the menu standpoint, to a person who has never experienced bunk-car life. A typical supper consists of thick vegetable soup, plates of bread, a heavy cut of steak, potatoes, cake, cookies, and pots of tea

or coffee. Breakfast and lunch are lighter, due mainly to a lack of time, and the appetites are stored up for suppers.

When the gang moves from one site to another, they move like a caravan. Freight cars carry the heavy supplies, notably the big oxygen and acetylene tanks used for welding. These weigh from 150 to 200 pounds apiece depending on the contents. Each welder is supplied with 200 feet of hose, making it possible for him to move several rail lengths without the added bother of transplanting his bottles for each weld.

Track welding, like many other jobs on the CNR, is not one for weaklings, as the heavy job proceeds at the rate of two and one-half miles a week. But this inchworm existence has its compensations, especially if the welder is given to serious thinking. There's a lot of time for that.

The portable telephone carried on the motor car is one of the best safety devices available to the gang. It is the responsibility of the motor car operator to keep in regular touch with the dispatcher's office, who advises him on the whereabouts of trains in the area.

The work done by these welding gangs is of vast importance to the system. It is a simple fact that a railroad is only as good as the tracks it runs on, and it is the duty of these men to see that the tracks are kept in top grade condition.

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# Paper

(Continued from Page 7)

is possible to detect and measure infinitely small quantities of different metals in samples of other metals and paints. For example, the chemist can dissolve a sample of brass in acid, run it through the polarometer and come up with the exact proportions of metals in the alloy.

Chemists put specially treated papers to use in filtering and testing liquids. Litmus papers are used to determine the acid or alkali content of solutions, and there is a test paper to determine the presence of bromine in water. It's a handy thing to have around if you get a request from the claims department to find out whether a shipment has been damaged by fresh or by salt water.

The same kinds of filter and litmus papers are used by the medical clinics for analysing fluids, and the medics and sanitary inspectors use specially treated papers for testing the chlorine content of water, and for detecting poisonous gases.

Diagnosing devices, like the electrocardiograph and the basal metabolism rate recorder, also produce their findings on a strip of paper.

The telegraphs people use paper in many forms.

Aside from millions of ordinary telegram blanks each year, and this uses up 20 tons of paper annually, there are the teletype tapes.

One of these, a treated, hard-surfaced paper about three-quarters of an inch wide, is used in the perforator, a keyboard machine that punches a series of holes, representing the letters in the message to be sent. Then this perforated tape is fed into a transmitter-distributor, known in elite CN Telegraphs circles as a "horse," which sends electrical impulses corresponding to the punched holes along the wires to the teletype receiver, which translates the impulses into letters and squirts out the completed message on a narrower tape, gummed on the back.

The operator simply cuts this tape at the appropriate places and sticks it on a standard telegram blank.

More paper flows into the telegraph operation in the form of teletype rolls, made from newsprint, which we supply not only to users of this useful device within the company, but to subscribers to our leased-wire teletype service.

The same rolls are used by the new-fangled Telex system, introduced this year, an ingenious cross-breeding of the teletype and the dial telephone. For our Desk-Fax service, a special paper trade-named "Teledelts" is used.

Various sizes, weights and finishes of photographic paper are used in the photographic department at headquarters, and similarly treated papers are required for the new photographic reproduction machines coming into increasing use.

The sleeping, dining and parlor car department has a long list of articles made from paper. Things like napkins, and doilies for table settings, paper hat bags for passengers and paper towels. There are many different sizes of paper cups for hot and cold liquids, and tiny paper dishes for serving pats of butter and those tasty blobs of marmalade or jam that make the breakfast toast and coffee so much more enjoyable.

On the Super Continental, patrons relish the fruit juice, served "on the house" in paper containers, and similar containers are available for passengers who want to take food and drink to their sleeping-car accommodation.

Paper also comes in a wide range of colors. On many forms, colored paper is used for quick identification.

CNR employees' favorite color in paper seems to be pay-cheque green, not unnaturally.

Money-order and pay-cheque paper is "safety" paper, coated so that any attempt at erasure, chemical or otherwise, will show up instantly.

Building paper also comes into the picture. Insulation for buildings often comes in paper "batts" and impregnated waterproof paper is used for insulation and roofing.

"Tar-paper" is still the unofficial name for it, and it's the same stuff that we used to throw on bonfires when we were kids, with resulting

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Blueprints are indispensable adjuncts of the operation of almost every department, and it isn't only the engineers who use up blueprint paper.

Building superintendents, the office services department, and every other department where plans and drawings must be made and kept use blueprint

paper, which comes in huge rolls. And the same people, of course, use drafting paper for original drawings from which the blueprints are made.

Specially ruled paper, ordinary newsprint, carbon paper, some of it for "one shot" use, other carbons for regular correspondence and copying, double-sided carbon for use in writing train orders, so that the writing will show up more clearly on the filmy train order pads, paper for legal documents, waxed and treated papers for

stencils and copying machines — these don't exhaust the list.

Getting into the field of the "tag stocks," cardboard, strawboard, corrugated board and the like, which are essentially very heavy paper, we find use for items like shipping tags, labels, menu cards for restaurants and meal service cars, advertising displays and warning and instruction posters.

A minor but interesting use for heavier paper is in the playing cards and bridge score cards available in our club cars.

More heavy paper or cardboard gets used in various types of recording thermometers, voltmeters, ammeters, wattmeters, and recording pressure meters for air, steam and water. A narrow tape keeps the running speed record on road diesel locomotives and paper tapes in impact meters tell the tale when freight cars are bumped too violently in coupling.

In big terminals, the telautograph reproduces the handwriting of operators and dispatchers from points perhaps miles apart, with an inky, mechanical finger jotting down messages on a roll of paper on the receiving machine as fast as they are written by the sender.

The CNR has been using electronic punched-card accounting machines since the late twenties, and it is probable that since then literally millions of punched cards have been used.

Each year the publications section of the department of public relations produces over a hundred different booklets, posters, mailing pieces, doggers, etc., on many kinds of paper stock.

In the planning stage of a publication, paper is a basic consideration. The quantity required usually governs the method of printing. The type of paper to be used is also based on this requirement. Next comes the size of the proposed article. Will it be more economical to use a standard-sized sheet, or should several copies be run on a larger sheet and then trimmed into individual units?

The posters which appear in ticket offices, on poster panels and on the sides of our freight trucks are printed on paper and on heavy duplex board. Those used on trucks must be waxed and varnished to protect them from the weather.

Coated papers, like those in our Jasper Park booklet, permit the use of fine-screen copper engravings. They therefore show many details in a picture which might not appear in newspapers, which use coarse-screen plates. This paper is also excellent for color illustrations, as seen by the many fine pictures appearing in larger national magazines.

And, last but we hope not least, there is your magazine. What you are reading is printed on 45-pound thriftcoat stock, and the covers are on 60-pound thriftcoat.

People, depending somewhat on what they have to sell, will say that the railroad runs on steel, or oil, or water or air or wood, but without paper in a multitude of guises, we couldn't operate for a minute.

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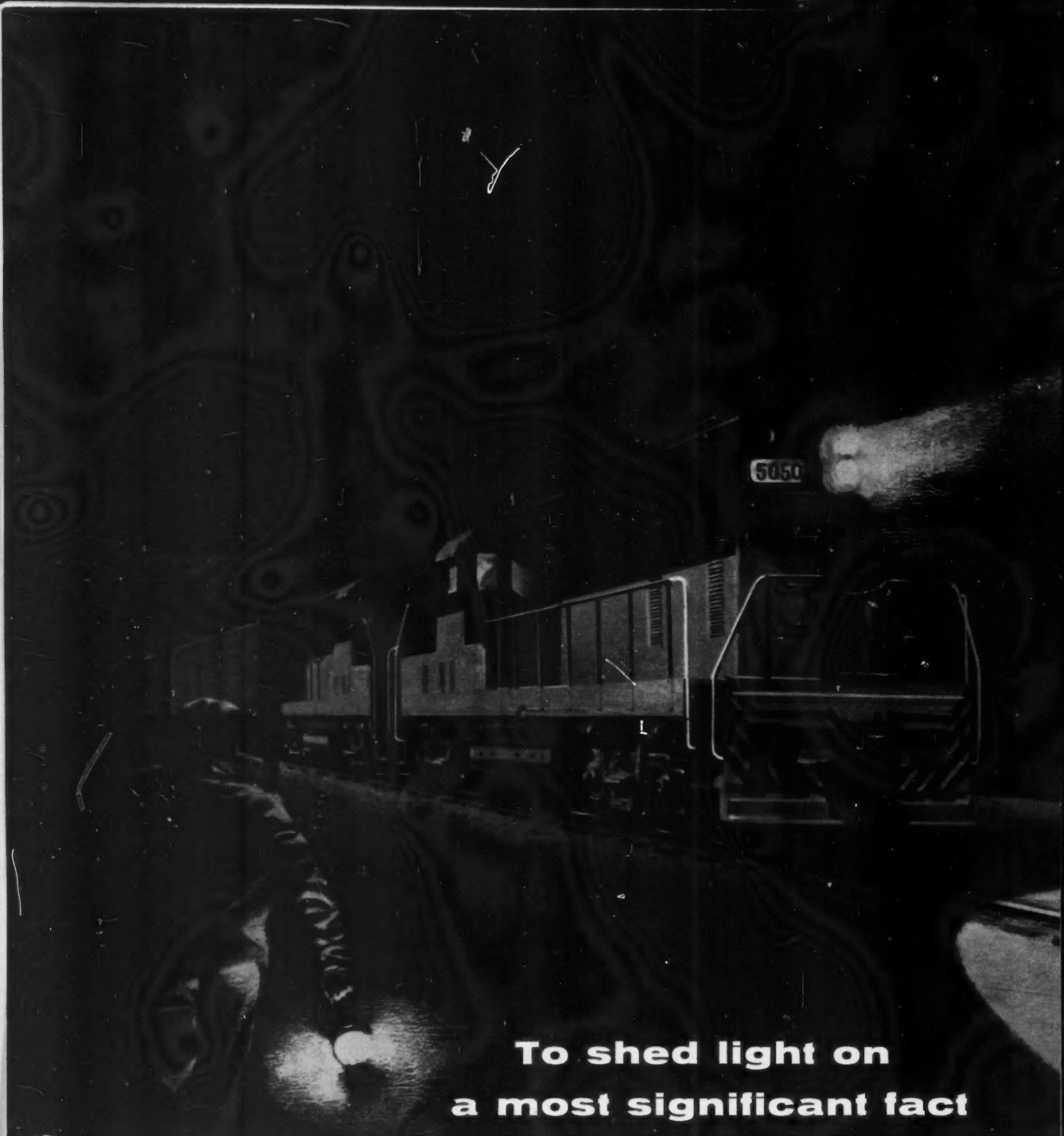
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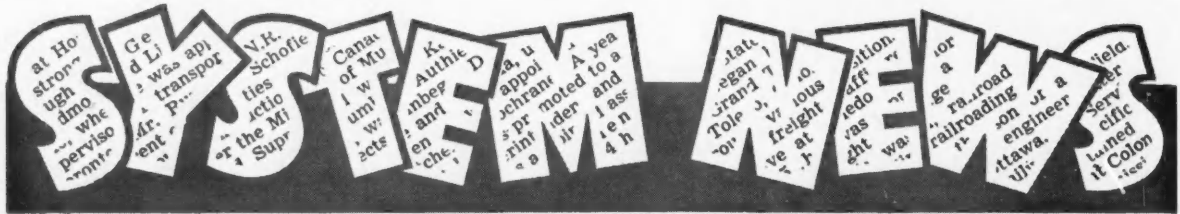
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*In United States - Electro-Motive Division, La Grange, Illinois*



Railway items and pictures are invited from employees and pensioners. Such material should be sent to the Canadian National Public Relations Representative in the region in which the employee is located, and received by that representative not later than the 5th of the month for publication in the following month's issue of the Magazine.

These representatives are: D. V. Lacombe, Moncton; John C. Neel, Room 612, 151 Front St. W., Toronto; J. H. Fountain, 650-5th Avenue, New York City 20, N.Y.; A. A. Manson, 105 West Adams Street, Chicago 3, Ill.; J. A. Skull, Winnipeg; G. S. Towill, Vancouver; W. Smith, 93 Sparks St., Ottawa; E. F. Humphries, 17-19 Cockspur St., London S.W.1., England.

Poetry and fiction not accepted. Death notices are confined to an obituary published on page 39.

**ROBERT CANNON** has been appointed manager of the Montreal Stock Yards Company, a CNR subsidiary.

A native of Montreal, Mr. Cannon began his railway career with the former Montreal and Southern Counties Railway in 1915, first as a clerk in the accounting department at Montreal, then at St. Lambert as storekeeper.

After serving with the Canadian Expeditionary Force as a member of the 1st Battalion, Canadian Tank Corps, McGill College Unit, he rejoined the railway on demobilization as a storekeeper. In 1941 he became chief clerk of the M. & S.C. and in 1945 was appointed superintendent.

Mr. Cannon became assistant manager of the National Terminals of Canada Ltd., the Montreal Stock Yards Company and the Montreal Fruit and Produce Terminal Company Ltd., in December of last year. His present appointment includes jurisdiction over the last-named company.

**E. J. COOKE** has been appointed to the newly-created post of manager and general superintendent of the Newfoundland district, which includes all of Newfoundland and Labrador. Headquarters will remain at St. John's, Nfld.

Mr. Cooke is a native of Maesteg, Wales, who came to Canada as a boy and joined the CNR at Winnipeg in 1924 as an apprentice. He subsequently worked as carman, apprentice instructor and foreman at both the Fort Rouge and Transcona shops in Manitoba. In 1952 he was

## Promotions and Appointments

LISTED IN ALPHABETICAL ORDER

made assistant general superintendent of car equipment for the Central region, and in 1955, was appointed manager of the Newfoundland district at St. John's, Nfld.

**R. P. CORNWELL** has been appointed real estate and tax commissioner of the Grand Trunk Western at Detroit.

Mr. Cornwell came to the railroad in 1941 as a blue print clerk in the engineering department. He became chief clerk in the real estate department in 1952 and was appointed real estate agent in 1955.

**J. W. DEMCOE** has been named general superintendent of the newly-created Maritime district, with headquarters at Moncton. The Maritime district consists of the Mainland and Prince Edward Island sections of the Atlantic Region.

Born in Kenora, Ont., Mr. Demcoe joined the CNR in 1939 after achieving an outstanding scholastic record in civil engineering at the University of Manitoba. He was a scholarship student and on graduation in 1939 was awarded a Gold Medal along with his Bachelor of Science degree.

He brings to his new position an expert knowledge of all phases of railway operations. He has been assistant division engineer at London, Ont., division engineer, Toronto, and maintenance of

way engineer for the Central region. In 1951 he transferred to the operation department and was appointed superintendent at Hornepayne, Ont., later becoming superintendent of Montreal terminals. In 1954 he was made operation assistant in the vice president's office at Montreal and promoted to general superintendent, North Bay, in 1955.

**J. C. FIELDING** has been named assistant to the newly appointed European general manager, J. C. Kenkel.

Mr. Fielding was born in London in 1919 and joined the company in 1935 in the European manager's department. He later transferred to freight operations, being appointed city freight traffic representative in 1955.

**H. C. GRAYSTON** has been appointed assistant vice-president, operation, at headquarters in Montreal.

Mr. Grayston, who has distinguished himself in a number of posts in the operation department of the railway, has been on special administrative duties at system headquarters for the past three years.

Born at Wimbledon, England, he began his railway career as a clerk in the Toronto accounting department of Canadian Northern Railway in 1916. He transferred to the operation department three years later and was

promoted through a series of posts to chief car distributor at Montreal in 1928. After a period as chief clerk in the transportation department he was made general supervisor of car service and in 1948 he was promoted to chief of car service. Three years later he was appointed manager of the Newfoundland district.

It was in 1954 that he moved back to Montreal and assumed the duties of special assignments assistant under the vice-president of operation.

**C. C. HENDERSON** has been appointed a solicitor in the western region legal department at Winnipeg.

Born in Winnipeg, Mr. Henderson attended Gordon Bell High School before going on to the University of Manitoba, where he obtained his B.A. degree. He took his L.L.B. degree at the Manitoba Law School.

Prior to joining the CNR, he was associated with a Winnipeg law firm.

**SAMUEL HIBNER** has been appointed superintendent of the sleeping, dining and parlor car department's Quebec district, with headquarters at Montreal.

Mr. Hibner entered the service at Winnipeg in 1919, serving in various capacities on dining cars, and as sleeping car conductor, until January, 1943, when he was promoted to platform inspector at Winnipeg. Later in the same year he was made road inspector at Montreal.

He returned to Winnipeg as sleeping and dining car agent in 1946, and was appointed assistant superintendent there in 1951.



E. J. Cooke



R. P. Cornwell



J. W. Demcoe



J. C. Fielding



H. C. Grayston



S. Hibner



J. Matthews





W. C. Schoenrock



M. D. Whitaker



L. Williams

**S. F. LUMSDEN** has been named assistant superintendent for the sleeping, dining and parlor car department at Winnipeg.

Mr. Lumsden was formerly assistant to the general superintendent at Winnipeg, where he joined the CNR in 1921.

**R. E. MacKINNON** has been appointed assistant engineer in the engineering department at Winnipeg.

Mr. MacKinnon was formerly roadmaster at Warroad, Minn.

**JOHN MATTHEWS** has been appointed general freight agent for Europe, with headquarters in London.

Mr. Matthews was born at Mortimer, Berks., in 1918 and served with the western region of British Railways before joining the CNR in 1950 as assistant to the European manager. In 1955 he went to Liverpool as district freight agent.

**H. F. McKENNA** has been appointed terminal agent at Pictou, N.S.

A native of Pictou, Mr. McKenna entered the service as a spare operator on the New Glasgow division, and was employed at a number of stations before being named despatcher at New Glasgow in 1940. He became agent at Grand Narrows in 1949.

**W. C. SCHOENROCK** has been named real estate agent for the Grand Trunk Western at Detroit.

Mr. Schoenrock has been with the real estate department since 1951 and has been chief clerk since 1955.

**H. T. WALTON** has taken office as superintendent of the London division.

Mr. Walton was born in 1901 at St. Mary's, Ont., and entered service as a messenger at London in 1917. He advanced through various clerical positions in the yard office there till 1937, when he was appointed assistant yardmaster.

In 1942 Mr. Walton became general yardmaster at Sarnia and in 1944 terminal trainmaster, Windsor. Three years

later he was transferred to Capreol as assistant superintendent, and in 1949 to the same position in Hamilton.

He became superintendent of terminals at Black Rock in 1953 and superintendent, Stratford division, in 1955. Later that same year he became acting superintendent at Toronto terminals, and was made superintendent in 1956.

**J. L. WARNER** has been appointed system rules supervisor at headquarters in Montreal.

Mr. Warner was born at Golden Lake, Ont., and started with the Canadian Northern as freight clerk at Parry Sound in 1916. He worked as operator and agent at various stations from 1919 to 1924, when he became despatcher at Hornepayne and at Capreol. He was promoted to rule instructor for the Northern Ontario district in 1949, and to regional rules instructor at Toronto in 1950.

**M. D. WHITAKER** has been named assistant to the vice-president of accounting and finance, at headquarters in Montreal.

Born in Toronto, Mr. Whitaker joined the railway as a clerk in the accounting department in 1913. He was made bookkeeper at Montreal four years later and in 1924 was named chief bookkeeper. From 1929 to 1932 he held accounting posts with the CNR's subsidiary in Cleveland, the Rail and River Coal Company.

He then returned to Montreal and was successively accountant, general accountant, assistant general auditor, and auditor of general accounts. In 1954 he was appointed assistant to the comptroller.

**LESLIE WILLIAMS** has been appointed district freight agent at Liverpool, England.

Mr. Williams goes back to his home town, where he was born in 1911, having joined the company there in 1927. He was appointed chief clerk in 1950, freight traffic representative the following year, and in 1955 assistant to the European manager in London.

## Around the DEPARTMENTS



**CHAMPS** — CV Recreation Association bowling winners, representing Freight Transfer at St. Albans. From left: Ernest Rocheleau, Joe Taylor, Paul Guertin, George Rocheleau, Alfred Rochleau and Bernard Shepard.

### CVRA ENDS BOWLING SEASON

The Central Vermont Recreation Association bowling league completed a successful season with a banquet and meeting at St. Albans. Tom Greenwood, chairman of the bowling committee, was toastmaster, and team and individual trophies were presented by general manager Donald M. Kerr.

The Freight Transfer team, captained by Ernest Rocheleau, captured team honors with high single and high triple in addition to the championship.

Team trophies went to the second-place Yard squad, captained by Arnold Hurlbut; third-place Enginehouse team, Danny Morton, captain; fourth-place Freight Offices, Bill Cioffi, captain, and the consolation trophy to Officials, captained by Delbert Bressette.

Jim Saliba of the Yard team won the high individual league average, high single and high triple. Holders of the high individual team averages were: Freight Transfer, George Rocheleau; Yard, Jim Saliba; Enginehouse, Reg Larrow; Freight Office, George Pattee; Car Shop, Walter Allen; Electricians, Gordon Chevalier; Motive Power, Leonard Wilson; Despatchers, Jim Murphy; Maintenance, Francis Flanagan; Stores, Charlie Remillard; Engineering, Wilfred Mosher and Officials, John Simpson.

Newly-elected officers for the 1957-58 season are Cedric Lumbr, chairman; Bob Corrigan, treasurer, and Charles Depatie, statistician.

### MASTER'S SON HONORED

Robert E. Pugh, 24, son of Albert E. Pugh, master of the S.S. Canora at Port

Mann, B.C., has been honored in Oakland, California.

Robert, a student at the University of California, was awarded a certificate for his "Friendship and goodwill in international relations." The presentation was made by Oakland Mayor Clifford Rishell. Also in attendance at the brief ceremony was Canadian consul general, Christopher Eberts.

Bob, whose home is in New Westminster, B.C., was cited for outstanding efforts towards promotion of friendship and goodwill in international relations and for outstanding scholarship record at U. of C. He is currently doing research work for his Ph.D. degree in physics.

### RAILINER CUTS TIME ON MARITIME RUN

New, fast "Railiner" service which will greatly shorten running time, operate a more convenient schedule, and provide additional passenger comfort was inaugurated August 12 between Moncton and Campbellton by Canadian National.

The new Budd diesel car replaced trains 25 and 26 on this route, shortening the trip to Campbellton by an hour and 40 minutes. From Campbellton to Moncton the time was cut by an hour and 15 minutes.

The new service is designed to be especially beneficial to residents of intermediate points between Moncton, Newcastle, Bathurst, and Campbellton. The Railiner will make connection with mainline trains such as the "Ocean Limited" which stop only at divisional points, giving travellers fast service on east- or west-bound trains between Halifax and Montreal.



**AEROTRAIN**, perhaps the shape of things to come in passenger transportation, was given expert inspection at Central Station in Montreal, prior to leaving to make test runs over CNR lines. From left: E. V. Rippingille, general manager, General Motors Diesel, Ltd., London, Ont.; President Donald Gordon; N. J. MacMillan, executive vice president, Montreal; and D. V. Gonder, vice president and general manager, Atlantic Region.

### LIGHTWEIGHT TRAIN GETS CNR WORKOUT

General Motors' flashy new Aerotrain was given trial runs at key points on the CNR during July, with company officers and representatives of press, radio and TV taking a trial spin on the experimental passenger train.

For CNR people, it was a fine chance to keep abreast of developments in the field of lightweight passenger equipment, while the streamlined, modernistic train with its built-in locomotive proved attractive to the photographers and newsreel men.

By drastically revising current concepts of passenger car manufacture, GM have developed a train aimed at reducing equipment investment, and operating and maintenance costs; lowering the center of gravity, increasing average speed with improved riding comfort; and making possible lower passenger fares.

The air-conditioned cars are an adaptation of the design of an inter-city highway bus—built 18 inches wider than standard bus size. Two cars, weighing together only 32 tons, can seat 80 passengers, the same load as a conventional passenger coach weighing 65 tons.

A suspension system making use of rubber bellows rather than regular steel springs stabilizes and cushions the ride, whether the car has only a few passengers or a full load of 40, making for a major reduction in total weight.

The cars are equipped with double reclining seats, each with its own reading light, and there is a lavatory and

space for serving light meals in each car.

The locomotive is only 53 feet long and is powered with a 1,200 horse power diesel engine for traction. The four-wheel front truck is the driving truck, with two traction motors, and an idler axle with two wheels supports the weight of the rear of the locomotive.

Two separate diesel engines in the locomotive operate generators for train heating, lighting and air conditioning.

Geared for a top speed of 102 miles an hour, the train's low center of gravity permits much faster average speeds than are attainable by conventional equipment.

### NEW SUBDIVISION WILL BE BUSY LINE

A new subdivision of the Canadian National has been brought into being.

The new section has been named the "Bartibog Subdivision" and will include the new 23-mile \$3,000,000 line being built from Bartibog, N.B., into the New Brunswick hinterland to serve the new Heath Steele mine development.

Surveys for the new line were carried out under severe winter conditions of 1955-56 by CNR engineers with the co-operation of the New Brunswick Department of Lands and Mines.

Actual construction of the railway began in September last year when the modern railway builders began clearing a 100-foot swath through the rugged New Brunswick lumbering and hunting and fishing area.

The project will have required bulldozing 22 million

cubic feet of rock and soil, installing 80,000 cubic yards of ballast, and fastening 6,133 lengths of rail on 75,000 ties with 150,000 tie plates, 100,000 rail anchors and 300,000 spikes.

Heath Steele mine will produce lead, zinc and copper concentrates that will be transported at the rate of 120,000 tons annually to Maritime ports. Other traffic will include forest products.

### PIGGY-BACK SERVICE FOR PRIVATE TRUCKERS

The Canadian National and Canadian Pacific, already engaged in hauling railway-owned trailers on flat cars between Montreal and Toronto, have announced the expansion of this service to include the transport of licensed "for-hire" motor carriers, starting about the first week of September.

Eight major trucking companies have shown an interest in the service, the railways reported. Piggy-back combines the advantages of the flexibility of the truck in terminal operations and the efficient mass movement of goods by rail. The two Canadian railways first entered the piggy-back field between Montreal and Toronto in 1952 with inauguration of an "all rail" service carrying rail-billed traffic.

The new service will handle trailers operated by the motor common carriers, containing truck-billed traffic. Spokesmen for both railways agreed that the new service marks a major departure from past railway policy and could well mark the beginning of a new era in Canadian transportation.

### BLUENOSE SETS TRAFFIC RECORD

More passengers and motor vehicles were carried on the ferry Bluenose in the month of July than in any month since the ship was commissioned in January 1956.

On a daily schedule between Bar Harbor, Me., and Yarmouth, N.S., the Bluenose during July carried 28,786 passengers and 8,294 vehicles. The nearest approach to these totals was made in July of 1956, when there were 28,157 passengers and 8,142 vehicles.

Traffic was pretty evenly distributed in each direction, with a slightly larger number of people travelling from Bar Harbor than from Yarmouth.

### J. L. KLEIN NAMED FRENCH RAILROADS REP.

Joseph L. Klein has been named Canadian Representative of the French National Railroads by Pierre Deshayes, General Representative for North America. Mr. Klein succeeds Jules Hone, whose retirement became effective July 1.

As assistant to the Canadian Representative since March 1956, Mr. Klein has become familiar with the travel picture in this country. Prior to his Canadian appointment, he served in the Railroads' New York office in various posts, including head of passenger traffic.

Jules Hone, the retiring Montreal representative, has been for many years a prominent figure in Canadian travel circles.

For 22 years he was with the Canadian Pacific Railway, where he reached the position of general agent for Quebec. He was a member of the Board of Directors of the Canadian National from 1911 to 1920, and in 1911 he founded the well-known travel agency, Voyages Hone.

### SAFE WORKING AWARDS

Certificates of Merit from the Nova Scotia Accident Prevention Association have been awarded to CNR workers at New Glasgow and Stellarton, N.S., in recognition of their having completed 1956 without a lost-time accident.

The presentations were made by R. B. Graham, assistant general manager of the Atlantic region. They were received by C. J. McLean, agent at New Glasgow, and W. H. Grant, agent at Stellarton, on behalf of the employees, who were present for the ceremony. L. G. Stirling, superintendent of the New Glasgow division, accompanied Mr. Graham on his visits to the two railway centres.

## PEOPLE MEAN CNR'S SUCCESS

"People are the heart of a company. It is they who will spell its success," the new general manager of the central region, Wilfred C. Bowra, told 300 railroaders and wives at a testimonial dinner in London honoring the retiring divisional superintendent, Cecil I. Warren.

Mr. Bowra said the CNR had been able to meet the upsurge of competition from other forms of transportation by incorporating the latest technological advances. But if these innovations were to pay off for the company, he said, employees must bring their thinking up to date.

"As new developments are made in techniques and equipment, so the people who use them must advance in their thinking," he said.

Some people might think the romance had gone out of railroading, he said. On the contrary, the present transition had brought the industry into its most interesting and challenging era.

"We in the Canadian railways are confident that our services can continue to play an enormous part in the economic expansion of this country."

## WINNIPEG APPOINTMENTS

The following staff changes in the Canadian National Railways' operation department at Winnipeg have been announced.

L. M. Thomson, assistant superintendent, Sioux Lookout, has been promoted to assistant superintendent at Edmonton.

W. J. K. Armstrong, assistant superintendent, Kamloops, has been appointed assistant superintendent at Sioux Lookout, succeeding Mr. Thomson.

G. A. Hannon, assistant superintendent, Portage-Brandon division, Winnipeg, has been transferred to Kamloops, succeeding Mr. Armstrong.

L. E. Scott, assistant superintendent, Saskatoon, becomes assistant superintendent at Winnipeg, succeeding Mr. Hannon.

M. A. Dempsey, assistant superintendent at Regina, moves to Saskatoon, succeeding Mr. Scott.

C. M. Lundeen, operation trainee, Saskatoon, has been named assistant superintendent at Regina, succeeding Mr. Dempsey.

## RAILFANS VISIT STRATFORD SHOP

July 14 was a memorable occasion for more than 400 railway enthusiasts from the Buffalo Chapter of the National Railroad Historical Society visiting the Stratford motive power shop.

Dressed in engineers' caps and uniforms, the group swarmed through CNR yards, climbed over refurbished locomotives at the roundhouse, snapped pictures in the shop and questioned CNR guides about practically every phase of steam and locomotive repair.

As the train pulled into the Stratford station, the amateur railway conductors, engineers and trainmen peered from the open doors of their eight-car special.

Within five minutes after the train had stopped, railfans with cameras were everywhere. Guides for the tour were 19 members of Stratford shop's Supervisors' Club. D. E. Mackinnon, superintendent of the shop, welcomed those guests who were not attracted to the yards.

## RADIO-TV NETWORK FOR MONTREAL HOTEL

Radio, television and recorded music in every room will be one of the boasts of Montreal's new Queen Elizabeth Hotel.

Behind this lies a story of engineering and constructing a miniature radio-TV network, believed the largest and most elaborate of its kind ever installed in Canada. From the master control room, technicians will be able to select and distribute programs on six of nine possible television channels and on six of ten possible radio and audio circuits. Among the special features are facilities for distributing closed circuit telecasts, and an emergency signal system for every room. The closed-circuit telecast is particularly attractive in a convention hotel for demonstrations, greetings, etc.

The entire communications network, involving some 35 miles of wire and five months' work, is being installed for the CNR by RCA Victor Company of Canada.

A master TV antenna atop the 22 storey building will be linked to the master control room by cable. From there signals will be distributed to about 1150 sets in guest rooms and 15 more in public rooms. Radio and television reception will be combined in a single cabinet, featuring a 17-inch television screen, designed to conform with the decor of room furnishings.

## PAUL KEMP TAKES TRAFFIC CLUB POST

Paul W. Kemp, traveling freight agent at Cleveland, has been appointed chairman of the Historical Committee of the Cleveland Traffic Club for 1957-58. He is also a member of the Board of Governors of the Central Ohio Traffic Club.



## The Continental SELECT

pay cheque plan—for general office  
railroad employees only—



## GUARANTEES YOU A MONTHLY INCOME

when you are sick or hurt...

Nobody knows. But statistics prove that—in any 12-month period—one out of every five office workers will suffer illness or injury necessitating loss of time and income.

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CITY OR TOWN ..... PROV. ....

OCCUPATION ..... AGE .....





**TOP HATS AND FANCY CRAVATS** were issued to M. A. Metcalf, left, vice president of traffic, and E. A. Ryder, general freight traffic manager, when they visited Port Arthur during the city's centennial celebrations.

### MEMORIES BRIGHT

Like many newspapers, the Birmingham (Mich.) *ECCENTRIC* carries a column of items picked up from old issues of the paper.

Under the heading "Happenings of Long Ago" the *ECCENTRIC* a few weeks ago ran a bit from a 1907 issue which read, "Next Sunday, July 28, the Grand Trunk will give an excursion to Jackson, Orchard Lake and local points. Train leaves Birmingham at 8.10 a.m. Fare for round trip to Jackson, \$1; to Orchard Lake, 35 cents."

It so happens that this year July 28 also fell on a Sunday, and, believe it or not, agent H. J. Wichman had four requests for excursion tickets from Birmingham residents. All came from people in their seventies, and one lady told Mr. Wichman she had ridden the excursion trains when she was a young girl.

She and the others were pretty downhearted when

Mr. Wichman regretfully pointed out to them that the notice about the excursions was dated 1907, not 1957.

### DIPLOMA AWARDED TO CREDIT UNION OFFICER

Allin Mandar, president of the CNR Employees' Credit Union, Ltd., Toronto, has been awarded a diploma by the School of Credit Union Personnel at the University of Wisconsin, Madison, Wis.

Mr. Mandar, a conductor working out of Hamilton, was graduated in July after completing the University's three-year course for career credit union workers.

### CELEBRITY FOR A WEEKEND

CNR employee James A. Johnston of Winnipeg became a celebrity for a weekend when he and his wife were chosen out of 2,000 couples to be "Mr. and Mrs. Manitoba" by the Grand Forks, N.D., Chamber of Commerce.



**HONEYMOONERS**—Dr. Peter Vaughan, medical officer in charge of examinations at Montreal, and Mrs. Vaughan aboard the Prince George on their wedding trip. With them is Captain E. B. Coldwell.

As a symbolic gesture of goodwill to the hundreds of Manitobans who visit the town every year, the Grand Forks Chamber invited Mr. and Mrs. Johnston to the town for an expense-free weekend, treating their Canadian guests like royalty.

On the caretaking staff at Union Station, Winnipeg, Mr. Johnston, and his wife, were taken on tours in air-conditioned Cadillacs, wine and dined, interviewed for radio and television, and altogether given a marvellous weekend. What made it particularly pleasant for the Manitoba couple was the fact that their 17th wedding anniversary occurred right in the middle of it.



**HOWARD LAIR** stacking 'em up in the baggage room at Lansing.

### GTW BAGGAGEMAN NAMED 'CAVALIER OF COURTESY'

Howard Lair, baggageman for the Grand Trunk Western Railroad at Lansing, is the latest recipient of the "Cavalier of Courtesy" certificate awarded by Francis A. Gaffney, vice president and general manager.

For the last few years, Mr. Lair has taken groups of students from the Michigan State School for the Blind on a tour of the depot facilities at Lansing, explaining the handling of mail and baggage, and the purchasing of tickets and taking them through a Pullman car with the assistance of a porter. At the end of the tour, he buys each of the children a coke or a candy bar and sends them away full of enthusiasm for the railroad, which he has shown them through his eyes.

After the latest tour of this kind, the pupils of Braille A and Vision Center B sent the following letter in Braille to Mr. Lair:

"We appreciate being taken on tour by Mr. H. Lair, baggageman, through the Lansing Depot. We saw many things that we had read about in our book on trains.

"Thank you for the coke refreshment.

"Thanks again for an enjoyable time."

### RAILROADS ARE SOLIDLY CONFIDENT

The railroads of the United States are at a turning point, states the *Christian Science Monitor*. "It is not a turn downward toward oblivion. But it is a corner around which they must travel inescapably toward great change.

"One fundamental mechanical fact stands out as a guarantee that the railroads in one form or another are going to be with us for many, many years: The friction of flanged steel wheels rolling on steel rails is so low that the same power necessary to move 60 tons through the air or 400 tons along a paved highway will move 5,000 tons along those rails.

"Once a ton of freight is loaded, no carrier can move it across country both so cheaply and so fast as the railways. And anyone who possesses those steel ribbons, the land along which they run, and the vast body of know-how to make use of them is not likely to be pushed off the scene.

"The problem is how to carry the overhead on this huge plant, how to build and keep a flow of business commensurate with its capacity. And as for the ton of freight — how to get it loaded for this economical run, how to unload it and deliver it to its destination and how to do these things economically, too — these are tough nuts for the roads to crack.

"But in spite of admittedly discouraging losses today, in spite of pleas for higher rates and less discrimination by governments, the roads seem more solidly confident of the future than they have been in a long time — probably because they are looking that future more fully in the face."

### TO CLOSE RESTAURANT

The CNR has announced that the restaurant in Montreal's Central Station will be closed on September 30 as the area it occupies must now be incorporated in the terminal construction program.

Other parts of the course will also be affected in due course as the existing station facilities have been on a more or less temporary basis pending the completion of the overall terminal plans.

### BIG TRESTLE TO GO

The CNR's immense trestle bridge which spans a deep valley along its line from Unity, Sask., to Bodo, Alta., is shortly to be demolished after almost 30 years of usage.

Nearly a quarter of a mile long and a towering 83 feet high, the trestle is being replaced by a huge earth "fill".



**GTW GOLF WINNERS** — Choosing prizes was a happy chore for these Grand Trunk golfers in the Inter-City tournament at Battle Creek. From left: A. Stableton, Battle Creek; Shirley Cullinan, Detroit; R. McAllan, Battle Creek; Dave Kent, Battle Creek; Carl Steiner, Port Huron; Bill Leys, Battle Creek; Theresa Kelly, Detroit; Shirley Wezemael, Detroit; Alex Balaoures, Detroit; I. R. Bradford, Port Huron. About 120 took part.

### GTW GOLFERS BATTLE AT BATTLE CREEK

The home team took the first leg on this year's award of the Sir Henry Thornton Cup at the Inter-City tournament held at Battle Creek late in July, with about 120 golfers taking part.

Individual winners were David Kantor of Battle Creek, with a low gross of 77, and Harold Askew, also from the host city, with a low net of 66.

Among the ladies, Shirley Wezemael scored low gross of 55 for nine holes, and Cecile Quimby had the low net of 40.

The tournament was arranged by Earle Flinn, assistant general freight agent, Chicago, general chairman of golf for the GTW Recreation Associations, and William Polk, golf chairman at Battle Creek.

### SCHOLASTIC HONORS TO CPA'S SON

Thomas J. McLeo, Jr., 18, son of city passenger agent T. J. McLeo at New York, has graduated with top mathematical honors from Teaneck High School in Teaneck, N.J. He was awarded a scholarship at Stevens Institute of Technology in Hoboken, N.J., where he will begin his engineering courses in September. In mathematical tests conducted in all high schools throughout the United States, Teaneck High School was rated 14th.

### MOONLIGHT CRUISE

This year's Toronto CNRA moonlight cruise was a great success for all concerned. More than 400 CNR employees and their friends sailed into the moonlight from the foot of Toronto's Bay Street

on the S.S. Cayuga, chartered for the occasion.

For three hours the voyagers danced to the strains of band music, visited the snack bar, and wandered over the showboat's deck. The younger set took over the dance floor for a while to give a lively exhibition of rock 'n' roll, and everyone was delighted with the outing.



Bay City Times photo

**RAILROAD QUEEN** — Elizabeth Ann Reif is crowned "Miss Michigan Railroads" by George Wyatt, Michigan Railroads Association.

### RAILROAD QUEEN

Elizabeth Ann Reif, daughter of Elmer Reif, freight agent for the CN-GT at Bay City, Mich., was crowned "Miss Michigan Railroads" by George Wyatt, chairman of the Michigan Railroads Association, at a Lions Club luncheon, given as a tribute to the railroads during Bay City's centennial celebrations.

Miss Reif has a double connection with the Grand Trunk Western, as her mother was an employee of the railroad at Bay City before her marriage.

### STOPS TRAIN, STOPS FIRE

John Lunau, CN Express employee at Markham, Ont., stopped a train to stop a fire. Markham firemen were fighting a blaze in the basement of a feed mill where they had to lay their hose across CNR tracks to get water. They nearly had the blaze under control when John realized the Toronto-Bellefonte train was due.

Tearing off his shirt, he ran half a mile down the track, waving the shirt to attract the engineer's attention. The train stopped and waited 10 minutes till the fire was nearly out.

### WINNIPEG STAFFERS HELP DISASTER VICTIMS

Canadian National employees in the Greater Winnipeg area have contributed more than \$1,000 to the Fargo (N.D.) Disaster Relief Fund.

## This month's ROLL of HONOR

List of Veterans in whose favour pensions were approved at a meeting of the Pension Board in July, 1957

NAME	OCCUPATION	LOCATION	YEARS SERVICE
Alberti, G. J.	Machinist	Mimico	44
Allard, J. E. A.	Carman	Montreal	31
Arseneault, J. A.	Section Foreman	Moncton	40
Aylett, W. H.	Mgr. Chateau Laurier	Ottawa	21
Baker, C. A.	Brakeman	Bridgewater	32
Beaudry, J. V.	Billet	Joliette	43
Belanger, J. W. N.	Brakeman	Montreal	31
Bertrand, N. J. E.	Section Foreman	Ste. Martine	45
Best, W. H.	Train Baggage man	Toronto	20
Blais, J. G. J. B.	Agent-Operator	Rawdon	43
Brady, T. W.	Locomotive Engineer	Toronto	27
Brewer, A. B.	Sr. Clerk	Montreal	26
Brown, J. H.	Freight Porter	Saint John	37
Burgess, J. W.	Painter	Stratford	28
Carberry, Miss E. I.	Stenographer	West Toronto	39
Caton, T.	Issuer	Bellefonte	31
Chamberlain, E.	Checker	Halifax	15
Charost, O. L.	Section Foreman	Whitworth	34
Clarke, L.	Carman	The Pas	34
Clarson, J. J.	Section Foreman	Mariposa	31
Cloutier, R.	Yard Foreman	Montreal	34
Corbin, P. S.	Porter	Montreal	27
Cuillier, J. E.	Labourer	Montreal	20
Cunningham, F. J.	Conductor	Lindsay	39
Currie, J.	Chief Engineer	Montreal	35
Dadswell, C. H.	Crane Operator	Toronto	33
Daignault, O.	Freight Carman	Montreal	19
D'Entremont, E. D.	Carpenter & Foreman	Halifax	35
Dodds, H.	Cnr Inspector	Ottawa	43
Drake, J. A.	Boilermaker Helper	Stratford	35
Dunn, J.	Machinist	Fort Rouge	40
Ellis, R.	Section Foreman	Meola	31
Ervin, G. A.	Agent	Newbury	41
Fedak, N.	Machinist	Transcona	39
Fournier, J. F.	Operator	Groveton	35
French, W. C.	S/M Worker	London	30
Fussell, G. J. H.	Carman	Port Arthur	29
Gannon, T.	Signal Helper	Manitoba	18
Gibson, W.	Hostler	Capreol	40
Graham, C. D.	Sectionman	Kinmount	36
Granby, C. A.	Locomotive Engineer	Hamilton	33
Hudson, J. W.	Electrician	Fort Rouge	45
Harrison, W. H.	Car Cleaner	Toronto	32
Hathaway, J. J.	Morse Operator	Montreal	37
Hawley, I. J.	Sectionman	Stouffville	29
Haywood, W.	Switchman	Lakehead	38
Holmes, A. B.	Bridgeman	Prince Albert	20
Holmes, H. W.	Yard Foreman	Montreal	36
Huculak, Z.	Section Foreman	Barwick	45
Hudson, J. D.	Pumpman	Sudbury	36
Hudson, W. R.	S.C. Conductor	Vancouver	35
Hunter, J.	Conductor	Toronto	48
Jackson, A. P.	Yard Helper	Windsor	36
Jones, A. T.	Boilermaker	Stratford	42
Jordison, H. L. W.	Section Foreman	Lake St. Peter	34
Knapp, W. J.	Locomotive Engineer	Stratford	33
Konrad, N.	Sectionman	Canora	31
Kryatia, W.	E.G. Foreman	Capreol Div.	47
Kuten, N.	Sectionman	Edson	31
Laberge, H. H. R.	Clerk	Montreal	43
Landals, A. R.	Locomotive Engineer	Jasper	28
Leves, F. C.	Agent	Powassan	46
Leonard, C. G.	Foreman	Transcona	42
Lozeth, E.	Sectionman	Quinton	33
Lupien, J. E.	Section Foreman	St. Adelphe	39

NAME	OCCUPATION	LOCATION	YEARS SERVICE
MacDonald, A. E.	Turntable Operator	Stellarton	40
MacKay, R. A.	Chief Operator	Edmonton	41
MacKillop, J.	Carman	London	30
MacLean, F. P.	Clerk	London	40
Makohoniuik, J.	Sectionman	Saskatoon	41
Mandsiuk, G.	Sectionman	Winnipeg	31
Marchand, J. E.	Agent-Operator	St. Hilaire	43
Marion, J. L. A.	Head Baggage Checker	Montreal	37
Martineau, J. M. X.	Carman	Garneau	26
Masterson, V. A.	Baggage-master	Brantford	36
Mathes, H. L.	Foreman	St. Thomas	28
McFarlane, L. B.	Switchman	Kamloops Jct.	22
McGhee, R. H.	Conductor	Belleville	35
McMahon, W. J.	Chief Clerk & Cashier	Lindsay	46
McNeill, D. A.	Roadmaster	Stratford	41
Miller, D. M.	Locomotive Engineer	Sarnia	45
Mixter, C. A.	Freight Traffic Rep.	Detroit	30
Moore, A. W.	Weighman	Mimico	40
Murison, W. J.	Section Foreman	Shanty Bay	38
Naparnsey, J.	Carman	Montreal	45
Neale, H.	Coal Plant Operator	Lindsay	33
Newman, G. H.	Locomotive Engineer	Sarnia	45
Olds, C. H.	Locomotive Engineer	Prince George	33
Ostafichuk, P.	Cleaner	Montreal	35
Palen, R. E.	Conductor	Montreal	41
Parenteau, J. H.	Clerk	Montreal	44
Part, J. F.	Boiler-maker's Helper	Montreal	30
Philion, J. J. R.	Locomotive Engineer	Vancouver	41
Pigeon, J. A.	Cleaner	Montreal	39
Pink, H. W.	Carman	Fort Rouge	44
Pitsul, N.	Sectionman	Toronto	28
Plante, M. J. L.	Sectionman	St. Raymond	32
Roach, C. C.	Conductor	Allandale	37
Robson, C. H.	Laborer	London	39
Rolland, J. O.	Boiler-maker	Montreal	46
Romeril, J. P.	Sectionman	Edmonton	34
Rouillard, J. G. C.	Section Foreman	Beloeil	38
Ruest, J. S.	Agent	Cadillac	41
Schram, J. A.	Foreman	Niagara Falls	34
Silver, L. N.	Sectionman	Kinnoult	36
Singleton, J.	Sub-Chief Clerk	Montreal	36
Smith, G. W.	Dining Car Steward	Halifax	17
Stokes, W. H.	Warehouseman	Halifax	22
Tait, F. N.	Clerk	Montreal Wharf	44
Taylor, J. A.	Foreman	Transcona	36
Taylor, J. C.	Carman Helper	Montreal	38
Tidswell, I.	Machinist	Calder	35
Tokar, P.	Sectionman	Saskatoon	44
Tremblay, J. D.	Collector	Ottawa	44
Tupling, C.	Clerk	Montreal	40
Turnbull, J. O.	Carpenter	Montreal	43
Turner, A. G.	Cl. Laborer	Nutana	28
Veitch, M. L.	Accountant	Toronto	40
Waterman, J. N.	S.C. Porter	Toronto	26
White, H. A.	Motorman	Saint John	43
Williams, F.	Locomotive Engineer	Transcona	24
Wilson, V.	Locomotive Engineer	Prince Albert	27
Wiseman, J. F.	Pipefitter Helper	Port Mann	28
Zaremski, W.	Sectionman	Nipigon	34

#### Ex-Employees granted annuities under the provision of the United States Railroad Retirement Act

NAME	OCCUPATION	LOCATION
Allos, J.	Section Foreman	Kansas City
Barlow, R. D.	Reclam. Plant Oper.	Durand
Chaffee, W. H.	Machinist	Port Huron
Emery, S. E.	Assistant Roadmaster	Island Pond
Fasulo, F. B.	Section Foreman	Portland
McCarthy, J.	Route Clerk	Chicago
Prendergast, P. J.	Track Team Foreman	Chicago
Snyder, A.	Locomotive Engineer	Durand
Turland, R. W.	Yd. Helper-Yd. Foreman	Port Huron
Wagner, C. S.	Billing Clerk	Battle Creek
Wagner, J.	Locomotive Engineer	Milwaukee
West, F. R.	Locomotive Engineer	G.T.W. Lines

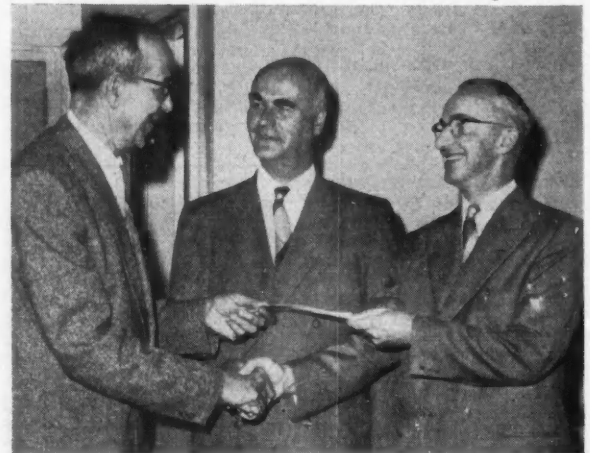
#### Employees Retired Under the Provident Fund Act during the month of July

NAME	OCCUPATION	LOCATION	YEARS SERVICE
Beaman, F. S.	Laborer	Moncton	29
Belanger, J. N. M.	Locomotive Engineer	Riviere du Loup	29
Bowlan, J. J.	Locomotive Engineer	Charlottetown	40
Bowlby, V. E.	Sheet Metal Worker	Moncton	36
Boutillier, A. F.	Car Cleaner	Halifax	32
Brown, A.	Muffet Cook	Halifax	40
Carruthers, J. E.	Conductor	Moncton	37
Chouinard, J. A.	Locomotive Engineer	Edmundston	41
Clarke, A. B.	Chief Clerk	Moncton	43
Cormier, J. A.	Stencil Cutter	Moncton	40
Dawson, S. K.	Chief Operator	Moncton	41
Desjardin, J. A.	Janitor	Mont Joli	36
Dockley, J. P.	Storekeeper	Riviere du Loup	37
Dube, J. L. P.	Locomotive Engineer	Edmundston	44
Evant, J.	Brakeman	Sydney	31
Forster, W. H.	Locomotive Engineer	Campbellton	40
Fournier, J. E. L.	Day Clerk	Charny	39
Godfrey, J. A.	Diesel Instructor	Moncton	41
Grant, A. T.	Sectionman	Beaver Brook	27
Legasse, J. A.	Conductor	Edmundston	29
Leger, J. T.	Lumber Storekeeper	Moncton	38
MacCallum, D.	Clerk	Moncton	37
Maheux, J. G. P. B.	Brakeman	Riviere du Loup	22
McCaffrey, T. F.	Conductor	South Devon	42
McDonald, A. J.	Engine Watchman	Sussex	39
McLean, M. L.	Sectionman	Oromocto	37
McPherson, W. W.	Switchtender	New Glasgow	19
McQuarrie, Mary L. R.	Ass't. Roadmaster	Moncton Division	44
Michaud, J. A. A.	Constable	Truro	37
Mountain, D. M.	Staff Clerk	Moncton	40
Paradis, J. C. G.	S.B. Fireman	Riviere du Loup	37
Prentice, P. H.	Roadmaster	Halifax	29
Smith, C. R.	Pipefitter	Moncton	35
Smith, P. E.	Mail Carrier	Moncton	36
Sylvain, C. E.	Turntableman	Riviere du Loup	38

## At the End of the Run



ARTHUR LEAF was honored by his associates on his retirement as locomotive foreman at Hudson Bay, Sask. A parting gift was presented to him by W. D. Cannon, right, assistant superintendent, while Mrs. Leaf looked on. Starting at Winnipeg in 1915, Mr. Leaf served as machinist apprentice and machinist there, and as assistant foreman at Hudson Bay and Dauphin before being named locomotive foreman in 1948.



Cape Breton Post photo

PERCY GREEN, CN Express agent at Sydney, N.S., retiring after 37 years in the service, accepts a parting gift presented by Harold Clarke, left, traffic superintendent, Sydney, on behalf of his fellow employees. At center is Neil McLellan, Atlantic Region superintendent for CN Express.



Halifax Mail-Star photo

GEORGE W. SMITH, left, receives congratulations from W. R. Sutherland, superintendent of the S.D. & P.C. department at Halifax as he closes out 41 years with the company. Starting in 1916 as third cook, Mr. Smith served in a number of capacities, and was dining car steward on retirement.



Amherst Daily News photo

SPIKE MAUL swinging is a thing of the past for section foreman Ray Webb, of Amherst, N.S., who entered the service in 1919. He and his crew boast an accident-free record going back 16 years.





WALTER KELLY had railroaded for 42 years when he brought his last train into Moncton. He started firing in 1915, was promoted to engineer in 1918. In the picture, from left, are W. H. Boulay, superintendent of motive power and car equipment; Mrs. H. E. Golbert, Mr. Kelly's daughter; Mr. Kelly; G. T. Cripps, assistant superintendent.



GORDON TELFER, section foreman at Invermay, Sask., takes a last look at the fine safety record he helped establish. Retirement presents were given to both Mr. and Mrs. Telfer by his fellow workers.



HUGH McMILLAN accepts retirement gifts from associates at Vancouver. Mrs. McMillan was presented with a handbag by Arthur Swinton, manager of the Western Union Cable Company.

#### John Beer

A familiar figure around headquarters in Montreal, John Beer, has retired as engineer in the superintendent of buildings' department.

Mr. Beer entered the railway in the motive power department at St. Malo, Que., in 1923. He transferred to Montreal as night engineer in the Point St. Charles

power plant in 1940, and was appointed engineer in the office of the superintendent of buildings in 1942.

Officers and staff of the department joined in presenting a television set to Mr. Beer as a retirement gift.

#### Fred Macdonald

Starting with the CNR as a night ticket clerk at Dauphin, Man., 39 years ago, A. Fred Macdonald reached the end of his railroading career when he retired as joint agent for the CNR and CPR at Prince Albert, Sask.

About 40 fellow employees were present at a presentation ceremony held in the superintendent's office to mark his retirement.

Born in Winnipeg, Mr. Macdonald joined the railway in 1918 and served as ticket clerk, baggageman and cashier at Winnipeg, Dauphin, Edson, and Edmonton before being promoted to his last position.

#### Frank Myers

Frank Myers was presented with a life pass when he

retired as agent at Inglewood, Ont., after 50 years of service.

Mr. Myers joined the railway in 1907 in Gravenhurst, and went to Caledon East station in 1922. He became agent at Inglewood in 1952.

The presentation was made

by W. B. Edey, superintendent, Allandale.

His wife intends to carry on the family tradition of railway service as caretaker of the express office in Caledon East, where she has worked for the past five and a half years.



BLACKSMITH Bernard MacKenzie, ending 38 years of railroading at Moncton, accepts the parting gift of his associates from fellow blacksmith Leigh Geldhart, while Allison Close, blacksmith's helper, looks on.



Halifax Mail-Star photo

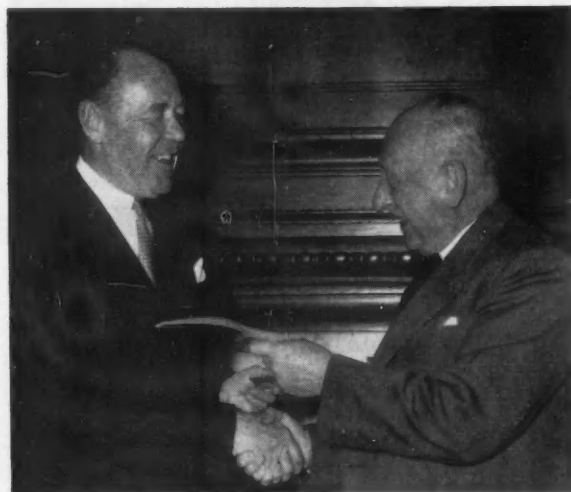
LAST RUN after 42 years was made into Halifax by locomotive engineer Art Newcombe, and his fellow employees were on hand to wish him a happy retirement. Fireman Jim Daine is seen making a presentation to the veteran engineman on behalf of his associates. From left, Harold Spicer, Mr. Newcombe, J. A. Patterson, master mechanic, Halifax division, Mr. Daine, S. F. McGrath, general yardmaster.



CHIEF PHONE OPERATOR at Ottawa for the past ten years, Miss Jean Harrison was presented with a billfold at a reception given by her fellow employees and supervisors. Miss Harrison entered the service in 1921. In the photo, from left: Miss L. Manor, telephone operator; F. E. Richens, special representative, CN-CP Communications; Mrs. M. Hives, who succeeds Miss Harrison; G. T. Dunn, superintendent; Miss Harrison; J. D. K. Martin, CNT manager, Ottawa; G. N. Allen, division engineer; H. C. Russell, general agent, CNE, Ottawa.



**FIFTY-YEAR PASSES** are presented by Arthur Selbee, general superintendent motive power and car equipment, Detroit, to three veteran engineers at Battle Creek as they bring to a close their long railroading careers. From left, N. I. Fields, 50 years' service; A. McInerney, 50 years; and John H. Rewald, 51 years.



**DOUBLE RETIREMENT**—Two of the CNR European organization's top officers bid each other farewell as they retire. They are J. B. Thom, European manager, left, and William Taylor, general freight agent.

#### J. B. Thom

European Manager James B. Thom has retired after 33 years with the company.

Mr. Thom commenced service in the foreign freight department in 1924 and after filling the position of assistant to the vice president, traffic department, Montreal, was appointed European traffic manager in 1946 and European manager in 1947.

While in England Mr. Thom has served on the Council of the Canadian Chamber of Commerce in Great Britain and was president in 1953. He has also served as president of the McGill Graduates Society of Great Britain and is presently vice president of The Graduates Society of McGill University.

Amongst other activities he has represented the Shipping Federation of Canada at various international conferences of the International Shipping Federation and the International Chamber of Shipping.

#### William Taylor

William Taylor rounded out half a century with the company when he retired

as general freight agent for Europe.

Mr. Taylor was born at Formby, Lancs., in 1892, and entered railway service in the traffic department at Liverpool in 1907, transferring to Antwerp in 1913. On completion of war service in 1919 he rejoined the company at Liverpool and was promoted to chief clerk, transferring to Manchester in 1921.

He was appointed special agent at Antwerp in 1922 and on the German invasion of Belgium in 1940 succeeded in making an escape to London. He became acting city agent at London in 1942, returning to Antwerp as general agent in 1947, and was appointed general freight agent in 1948.

#### Percy Belt

On the occasion of his retirement on August 31, after 49½ years with the company, Percy R. Belt, assistant auditor of agencies, Montreal, was presented with a well-filled wallet by L. J. Mills, assistant comptroller-revenues, as a token of esteem from his office associates, officers of the revenue

accounting department, and travelling auditors.

Born at Guelph, Ontario, Mr. Belt commenced his railway career in 1908, in the operating department, as operator, agent, and despatcher.

From 1916 to 1919, he was on military service overseas, as telegrapher with the Canadian Engineers.

On his return to duty he was appointed travelling auditor and served in that capacity from 1919 to 1949, with headquarters at Toronto, Calgary, Regina, and Port Arthur. He was appointed chief travelling auditor in 1949, and assistant auditor of agencies in 1953.

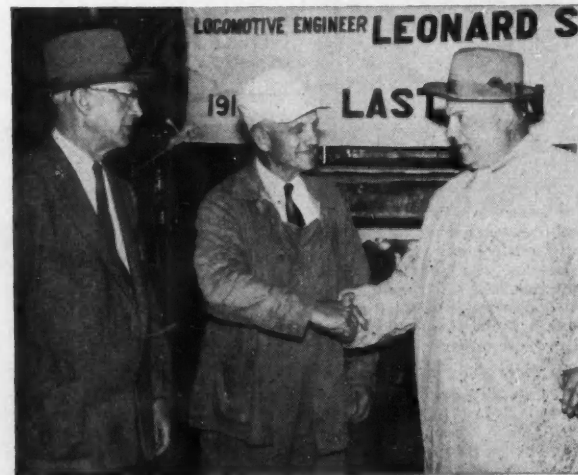
#### "Dan" Daniel

Othni Nathaniel Daniel, known as "Dan" to his fellow employees, has retired at Montreal after a 31-year career with the sleeping, dining and parlor car department.

Mr. Daniel started in 1926, and has worked as sleeping car porter, cafe car steward, buffet porter and in-charge porter.



**ALEX GATZEFF**, center, and his work-mates at Nakina who gathered to wish him well on his retirement as stationary engineer there. Mr. Gatzeff had been with the company for 41 years when he retired, having started as an engine watchman with the Canadian Northern.



**LEONARD MAGEE** ends 40 years with the company at Moncton, where he is seen being congratulated by W. H. Boulay, superintendent M.P. & C.E., left, and G. T. Cripps, assistant superintendent, Moncton division. Mr. Magee started as a laborer at Moncton in 1916, was made locomotive fireman in 1917 and promoted to engineer in 1938.



**FREIGHT MEN** gathered to say goodbye to Edith Carberry, who had typed so many of their letters in the West Toronto freight office over the past 39 years. She is seen in the picture with G. R. Fleming, general agent, centre, and George Law, sub-agent, as they presented her with a clock radio, a writing case and purse to match, and fountain pen.

#### Cecil Warren

More than 300 railroaders and their wives paid tribute to Cecil I. Warren at a testimonial dinner at London for the retiring superintendent of the CNR's London division. Two hundred of those present came from out of town points, some of them from as far as Winnipeg and Montreal to salute Mr. Warren, who held top CNR posts at Belleville and Stratford before his London posting in 1952.

A native of Emswall, Suffolk, England, Mr. Warren started service in 1911 as a brakeman at Belleville. He became a conductor in 1920. From 1937 till 1941 he was granted leave of absence from the CNR to serve as General Chairman of the Brotherhood of Railway Trainmen.

In 1941 Mr. Warren became assistant superintendent at Lindsay. He moved to Belleville in that capacity later that same year. In 1944 he was made superintendent, Hornepayne division.

In 1945 he was moved to Brantford as trainmaster. Two years later he was promoted to assistant superintendent, Palmerston, and was transferred in that capacity to Stratford in 1951.

Mr. Warren was presented with a chair, wallet and pen, and a travelling bag for use on a forthcoming trip to England. "The thanks of the whole Canadian National go to Mr. Warren for a job well done," said R. C. Johnston, retired assistant vice president, Montreal.

Other speakers were Wilfred C. Bowra, general manager, central region; E. V. Rippingille, president, and general manager of General Motors Diesel Ltd., London;

Wilfred E. Hughes, divisional master mechanic; A. H. Balch, Canadian legislative representative, B of RT; and W. E. B. Chase, Detroit, vice-president, B of RT.

#### Felix Gergowski

Felix A. Gergowski has retired as switch tender at Port Huron, after serving the company for half a century.

Mr. Gergowski started as a call boy in 1907, working for 50 cents a day. He has also served as car sealer and freight checker.

#### Harry Wormnest

Harry C. Wormnest, hostler for the Grand Trunk Western at Pontiac, has retired after 39 years of service. A farewell luncheon was given in his honor by 40 of his associates, and he was presented with travelling bags.



**REG HAYES**, bringing to an end a long and colorful career in railroading that saw him rise from junior clerk to become vice president and general manager, was honored by his associates at Moncton, who presented him with a set of travelling bags. In the picture, Mr. Hayes, right, accepts the present from R. B. Graham, assistant general manager. Mr. Hayes was also given a reading lamp and Mrs. Hayes a stole by members of his office staff, the presentation being made by Lois Matthews.



**WILLIAM PRETTY**, retiring as yard foreman at Ottawa Bank Street yard, receives congratulations and a purse and money from A. A. Smail, assistant superintendent, left, while G. B. Sweezey, general yardmaster, looks on. Mr. Pretty started with the G.T.R. as a brakeman in 1916.



**WESTERN REGIONAL** accounting department staffers presented farewell gifts to two associates on their retirement. W. R. Corner, regional auditor, is seen making the presentation to John Henderson, stores clerk, and to Frank MacGregor, right, assistant chief clerk in the accounts office. Also in the picture are Mrs. Henderson and Mrs. MacGregor. Mr. MacGregor joined the railway in 1911, and Mr. Henderson in 1914.





**NORMAN WALFORD**, retiring as general manager of the Central Region, accepts the parting gift of his associates at a testimonial dinner held in his honor at Toronto. From left in the photo are S. F. Dingle, vice president, operation, Montreal; W. H. Kyle, vice president, Toronto; W. C. Bowra, appointed to succeed Mr. Walford as general manager.

#### N. A. Walford

Fifty CNR officials gathered in Toronto for a testimonial dinner in honor of Norman A. Walford on his retirement as general manager, central region.

Born in Bruce County, Mr. Walford started service in 1907 as assistant in the Grand Trunk depot at Walkerton. In 1911 he was moved to Warton as operator, and the following year became agent at Hespeler.

In 1918 Mr. Walford first went to Stratford, where he was later to return as superintendent. Initially he was freight claims inspector for the division, and he was subsequently appointed district agent and district supervisor of car service.

From Stratford Mr. Walford was appointed trainmaster at Toronto in 1929, three years later becoming district car supervisor there. In 1934 he was promoted to assistant superintendent at London, remaining there till appointed to Black Rock early in 1938, where he became superintendent of terminals a few months later.

Mr. Walford is a member of the Toronto Transportation Club, the Canadian Club, the National Club, High Park Club, Toronto Board of Trade, and a past president of both the Hook and Slice and Toronto Railway clubs.

"Mr. Walford represents all the attributes of a railroader," said Vice-president

S. F. Dingle. "They have long been recognized by the Canadian National Railways, and we thank him for a job well done." Mr. Dingle presented the retiring general manager with a wallet.

The chairman, Vice-president W. H. Kyle, said he could not begin to describe the contribution Mr. Walford had made to railroading.

H. G. Gordon, assistant to the vice-president and general manager, central region, read a poem describing Mr. Walford's career and personality. The guest of honor was formally accepted into the company of "retired gentlemen and sidewalk superintendents" by R. C. Johnston, retired assistant vice-president, Montreal, who presented Mr. Walford with a toy saxophone on behalf of the Board of Adjustment, where Mr. Walford will serve on the CNR's behalf.

Among those present were two directors, J. A. Northey and J. R. Griffith, Gordon Smith, retired general freight traffic manager, W. C. Bowra, the new general manager, and J. W. Demcoe, newly-appointed general superintendent, Maritime district.

#### Fred Scott

After 37 years with the railway, Fred Scott has retired as a member of the CNR police force in Stratford.

Mr. Scott, a native of Wiltshire, England, joined the railway as a section hand in 1920. Two years later he joined the investigation de-

partment in Toronto, and finally moved to Stratford, where his beat covered the shops and yards around the depot.

#### Clyde Pollock

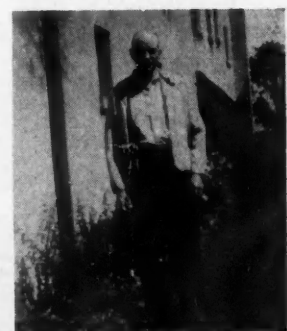
After 40 years with the CNR, Clyde S. Pollock, Drumheller, Alta., agent and operator, has retired.

Born at Skull Creek, Nevada, Mr. Pollock joined the railway at Stettler, Alta., in 1917 as operator. He has since worked at Hanna and was station agent at Michichi for 25 years before going to Drumheller nine years ago.

At a retirement party held in his honor, Mr. Pollock was presented with a set of luggage carriers and a purse.

#### Thomas Esling

Brakeman Thomas William Esling of Stellarton, N.S., has completed 41 years' service with the railway and retired on pension. Born in Bristol, England, Mr. Esling came to Canada in 1908, and has lived at Stellarton since that time. He has been a member of most train crews operating out of Stellarton and New Glasgow during his railroading years, and prior to retirement was a member of the shunt crew in Pictou yard.



**DAVE ELDER** of Vancouver tates the old lunch pail for the last time. He started with the CNR at Saskatoon in 1925 as a carman, and worked for a while at Prince Rupert before going to Vancouver.

#### Dan Rourke W. Lenko

Two railroaders at Sioux Lookout, Ont., recently retired after many years of service with the CNR.

Dan Rourke, assistant cashier at the Sioux Lookout freight office, entered the service in 1911 at Transcona, Man., as a clerk, later being transferred to Raith. He served overseas with the Canadian Army from 1916 to 1919 and then returned to work at Redditt. In 1920 he was transferred to Sioux Lookout.

W. Lenko, stationary fireman, began his service in 1918. Born in Poland, he joined the CNR as a sectionman.



**FRANK BAKER'S** friends and associates weighed him against silver dollars, which they baked into a loaf and gave to him on his retirement as system manager of mail and baggage traffic. And they topped it off with a real baggageman's holiday gift—a set of luggage. Mr. Baker entered the service in 1910, and also served at North Bay and Toronto. Above, front row, are Joe Vincent, manager, passenger service bureau; Mr. Baker; H. P. Maranda, baggagemaster, Levis, Que.; E. H. R. Eastwood, who succeeds Mr. Baker. The ladies are Rita Leblanc; Mrs. A. L. Larocque; Mrs. R. Castonguay; Raymonde Roy; Laurette Boudreau.

**Howard Pedlar**

Howard Sidney Pedlar, agent at Ashcroft, B.C., has retired after serving 44 years with the company.

Mr. Pedlar, who was born in Minnesota, joined the operating department of the Grand Trunk Pacific at McBride, B.C., in 1913 as a car clerk. He served throughout the province as car checker, telegraph operator, swing-operator and acting agent. He was promoted to agent at Burns Lake in 1941 and was transferred to Ashcroft in 1947. During his long career he worked at Red Pass Junction, Edson, Smithers, Jasper, Prince George, Kamloops and Boston Bar.

**Percy Currie**

P. N. Currie, who retired as agent at Listowel, Ont., was honored by co-workers and friends at testimonial parties given in his and Mrs. Currie's honor.

Mr. Currie served the railway for 45 years since joining the Grand Trunk at Hanover. While moving upwards to his ultimate rank with the company, he also took a great deal of interest in community affairs in the various communities in which he served.

He was presented with an occasional arm chair, a coffee table and coffee maker by his friends, to help aid in the enjoyment of a well-deserved rest from work.

**Edward Gove**

Edward T. Gove has retired, ending 39 years of service with the railway's engineering department in Ontario.

Born in St. Andrews, N.B., Mr. Gove entered the engineering offices in Toronto as an instrument man in 1918, becoming an assistant engineer there 10 years later.

After becoming engineer, maintenance of way, in 1944, he was promoted to district engineer at North Bay and to division engineer at London, both in the same year — 1948. He moved to St. Thomas in the latter capacity five years later, and then became assistant district engineer at Toronto in 1954.

**Nils Refvik**

With 44 years of service behind him, Nils Refvik, section foreman at Carman, Man., has retired. Born in Norway, Mr. Refvik joined the CNR in 1915 at Moun-tainside after a year working on the Hudson Bay Railroad at Nelson River.

He attained the rating of foreman in 1917 at Manapoli-s, and worked there for the next seven years before moving to Altamont. He next went to Lundar and finally, in 1940, to Carman.



Moncton Times & Transcript photo

**CONDUCTOR EMERY CUDMORE**, who served on main-line trains between Campbellton and Moncton for the past 22 years, was greeted by Mrs. Cudmore and Walter Mitchell, assistant superintendent, Moncton division, when he completed his last run. A native of Canada, N.B., Mr. Cudmore had completed more than 38 years with the company when he retired.

**Tom Stinson**

Close to 100 friends and associates gathered to farewell Tom Stinson, Niagara, St. Catharines and Toronto Railway bus services inspector, on his retirement after 32 years of shepherding day-to-day traffic and numberless tours around the Niagara Peninsula.

Mr. Stinson's service began in 1925 as an electrician. He alternated from electrician to poleman till his promotion to engineer in 1927. From 1940 he was relief despatcher, becoming inspector in 1947. He was appointed despatcher in 1948 and, following service as supervisor of the Oshawa Railway bus services from 1954-55, ended service as inspector.

H. J. McIntyre, superintendent of road transport, gave Mr. Stinson credit for the smooth transportation of thousands of Boy Scouts during the 1955 jamboree at Niagara-on-the-Lake.

Mr. Stinson was presented with a wallet on behalf of the gathering by L. J. Hen-

derson, general manager of road transport, and a cheque by L. Stevens on behalf of Lodge 337, B of LE, of which Mr. Stinson was a member for 24 years. R. B. Smith, bus superintendent, presented a personal gift in appreciation to Mr. Stinson.

**Carl Mixer**

Thirty-one years of service were completed by Carl A. Mixer, freight traffic representative at Detroit, when he retired.

His co-workers in the freight traffic department held a testimonial luncheon in his honor and presented him with a purse.

**T. J. Barzey**

With railway service dating from 1937, porter T. J. Barzey of Edmonton, has retired. Born in Montserrat, British West Indies, he came to Canada in 1913.

He joined the railway at Winnipeg, and a year later moved to Edmonton. Since that time he has been working on the Jasper-Prince Rupert Line as an in-charge porter.

**Wesley Riesberry**

From assistant agent to superintendent, with a shot at just about every job in between, is a bare outline of the half-century of railroad-ing completed by Wesley J. Riesberry, who has retired as the man in charge of three CNR subsidiary companies at Montreal.

Mr. Riesberry started on the Grand Trunk as station assistant at Bright, Ont., his birth-place, in 1907, where he learned tele-graphy and the agent's trade.

Among the principal agencies he held were Owen Sound, Brantford and Hamilton. He was promoted to general agent at Toronto in 1943, and to superintendent of the Oshawa Railway in 1947.

Two years later he was named superintendent of the National Terminals of Canada; the Montreal Fruit and Produce Terminal; and the Montreal Stock Yards Co.

Mr. Riesberry is a past president of the Railway Agents' Association, and has taken an active part in community affairs. He is a member of the Masonic Scottish Rite, and of the railway's traffic club. A member of Rotary International for 33 years, he holds a record of not having missed a weekly Rotary meeting for 21 years.

Mr. and Mrs. Riesberry will make their home in Toronto.

**Jack Gillis**

J. A. Gillis, member of a prominent Maritime railroad-ing family, has retired as freight agent at Sydney, N.S., with 47 years of service behind him.

Mr. Gillis entered the operating department at Sydney Mines in 1910, as a clerk. He was made operator in 1915, and was promoted to agent in 1918, remaining at Sydney for his entire railroad career.

His father, the late Frank A. Gillis, was stationmaster at Sydney for 25 years, and a brother, Leo Gillis, is in charge of the CNR ticket office at Sydney.

His retirement was marked by his associates who presented him with a cheque.

Mr. Gillis intends to take up residence at London, Ont.

**Peter Kuspira**

After 34 years' service with the CNR, sectionman Peter Kuspira of Yorkton has retired. Born in Austria, he came to Canada as a young man, joining the CNR at Yorkton in 1923.

At an informal farewell party he was presented with a gift from his fellow employees.



**FRANK STEPHANY** is presented with a purse and money on his retirement as freight traffic representative in New York. The gift was from his associates in the freight traffic and research and development departments. From left: Ted Lucas, assistant general agent; Ray Holden, general agent, freight department; B. H. Thome, foreign freight agent; Mr. Stephany; J. M. Zachara, general traffic manager, Major Car Corporation, Clifton, N.J. Mr. Stephany joined the company in 1920.

## WEDDING ANNIVERSARIES



Moncton Times & Transcript photo  
**GOLDEN WEDDING** is marked by Mr. and Mrs. David Thibodeau of Moncton. Mr. Thibodeau retired as a blacksmith at that point in 1945.

Mr. and Mrs. Paul Leger, of Moncton have celebrated the Diamond Anniversary of their wedding. Among the many congratulatory messages they received was one from President Donald Gordon.

Mr. Leger retired in April 1941, at which time he was working as a machinist at Moncton.

Mr. and Mrs. W. T. (Tommy) Lane of Edmonton celebrated the fiftieth anniversary of their wedding at an "open house" attended by 200 friends and relatives.

Mrs. Lane received a gift of luggage and jewellery, and Mr. Lane a purse.

Mr. Lane retired in 1948, at which time he was agent at Wainwright.

Mr. and Mrs. Fred Thornton of Verdun, Que., celebrated their Golden Wedding anniversary at a dinner given by their two daughters.

Mr. Thornton retired from the stores department at Montreal in 1951.

**Frank Robinson  
Frank Walker  
Bert Verner**

Nearly a century of service with the railway was represented at the joint retirement ceremony of three Stratford motive power shop employees.

Frank E. Robinson, a native of Aylmer, joined the railway at St. Thomas in 1916. He spent a year as fireman on the Wabash Railroad before he became a machinist at Stratford in 1939.

Frank Walker joined the railway in 1910, and has served continuously except for three years in munitions work during the First World War. A native of Clinton, he is retiring as assistant foreman in the shipping department.

Bert W. Verner has been a boilermaker and welder at the shops for 34 years, and is a Stratford native. He was at one time famed for his prize-winning poultry and canaries.

**Gilbert Fussell**

Gilbert Fussell, car inspector at Port Arthur, Ont., was guest of honor at a banquet held by Shuniah Lodge, 347, Brotherhood of Railway Carmen of America to mark his retirement. A presentation was made to him by the Lodge president.

Born at Kingswood, Gloucestershire, England, Mr. Fussell first worked for the CNR in 1922 as a carpenter, before transferring to Fort William as carman. He worked between Neebing and Port Arthur up to 1940, with the rest of his time spent in Port Arthur.

In 1950 he found \$160 wrapped in a handkerchief on a train, and turned it in to the railroad. He was recommended and received 10 merit marks which made him a 110 per cent carman. The money was never claimed and after a year it was handed back to Mr. Fussell.



**J. M. BOYD** accepts the retirement gifts of his friends in the S.D. & P.C. department at Vancouver, as he ends his service as agent there. Making the presentation is Superintendent J. F. Penny, right.

**James Boyd**

James M. Boyd, sleeping and dining car department agent at Vancouver, has retired.

Born in Belfast, Ireland, Mr. Boyd joined the sleeping and dining car department at Winnipeg in 1920 as a stores clerk. He was transferred to Toronto in 1921 as clerk, returning to Winnipeg two years later in the same capacity. He was moved to Vancouver in 1934 and served in Edmonton later that year, and at Winnipeg in 1935. He was promoted to clerk-checker there in 1941 and to equipment storekeeper later in 1941. He was promoted to inspector at Edmonton in 1943, to chief clerk there the following year, to agent in 1951, and was transferred to Vancouver in 1953.

On his retirement, his associates gave him two purses, one from members of his department, and the other from fellow officers and employees at Vancouver depot.

**Walter Chaffee**

Walter H. Chaffee has retired as a machinist for the Grand Trunk Western at the Port Huron roundhouse after 37 years of service.

**Edmund Stewart**

Edmund N. Stewart of Edmonton, one of the locomotive engineers who handled the Royal Train through Jasper in 1939, on the occasion of the visit of the late King George VI and Queen Elizabeth, has retired after 45 years with the Canadian National.

Road foreman of engines at Edmonton since 1954, Mr. Stewart began his railway career in 1912 when he joined the Grand Trunk Pacific Railway. Promoted to locomotive engineer in 1920, he worked at various terminals from Fort William to Prince Rupert.

In 1928, he moved to Jasper, where he lived for 20 years.

He was appointed master mechanic at Prince George in 1943, assistant superintendent and master mechanic in 1946, and was appointed road foreman of engines at Jasper in 1952.

Mr. Stewart has been a member of the Brotherhood of Locomotive Engineers for 33 years.

**CN VETS' ANNUAL PICNIC AT VICTORIA**

The Veterans' Association, Victoria, B.C., held their annual outing and picnic on the slopes of Beacon Hill Park.

Coffee and ice cream were provided and a number of prizes issued. A large attendance of veterans and their friends was recorded.

**SEVEN VETS HONORED AT EDMONTON**

More than 290 years of service were represented by seven retiring CNR employees, honored at a luncheon given by Lodge 861 of the Brotherhood of Railroad Trainmen in Edmonton.

The retiring members were Neil G. Livingstone with 45 years of service; James T. Fortin, 46 years; Frank Ford, 47 years; James Clooney, 46 years; Norman Beckett, 41 years; Harry McReady, 39 years, and Ernest C. Church, 29 years.

Gold-engraved, leather wallets containing "ample cash for a good fishing outfit" and scrolls of honor, were presented to each by A. J. McMaster, vice president of the lodge.

**C.V. RETIREMENTS**

Recent retirements on the Central Vermont Railway include Lawrence M. Palmer, chief clerk to the general agent at St. Albans, Vt., a native of St. Albans who entered service in 1925, and William H. Spaulding, section foreman at White River Jct., Vt. A native of Sharon, Vt., he entered service in 1913.



**PORT MEMBERS** on the Allandale division were hosts to 24 retired agent-telegraphers at a dinner. Their Combined service amounted to a thousand years. From left, front row: J. M. Mills, Barrie; A. F. Marshall, Barrie; J. C. Adams, Toronto; W. E. McDonald, Gravenhurst; R. M. Black, Elmvalle; W. A. Brethour, Washago; F. Laver, Powassan; J. R. Trend, Thornbury. Standing: J. Summerville, Sprucedale; D. Keir, Sutton; T. A. Mitchell, Newmarket; N. Carruthers, Ottawa; C. J. Allison, Barrie; R. S. Boldt, Barrie; Y. B. Tracey, Thornhill; C. F. Schultz, Bracebridge; M. G. McCuish, Cookstown; C. W. Skuce, Oshawa; J. E. Bell, Collingwood.





# Women's Section

DESIGNED TO INTEREST OUR RAILROAD WOMEN AND OUR YOUNG RAILROADERS

## PLEASE NOTE:

Correspondence, including manuscripts and photographs for this section should be addressed to:

Miss M. Angela Lane,  
Women's Editor,  
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WINNIPEG, Man.

## Transition Cottons . . . A Stepping Stone

By Jane Brown

**TRANSITION** cottons are stepping stones to fall! The end-of-summer slump is as passé as hoop skirts.

Starting with the occasional cool days in mid-August, and running through the Indian summer days of October, smart girls are dressing in the new transition cottons. Nothing bridges the awkward gap between pastel cottons and winter wools quite so effectively as the dark cottons, designed to be worn with little velvet hats and crisp, fall accessories.

This fall, there's a stepping stone cotton for every mood, every style, every pocketbook. Whether you like store-bought clothes, or whether you're one of the large number of women who do their own sewing, you'll find the new fabrics ideal for a variety of styles.

For days that are still warm enough to demand a cotton you'll be wise to

select a fabric that will launder easily, and require a minimum of upkeep.

**PRINTS:** The new look of the fall fabrics dictates many of the styles that will be seen. For example, the challis look is tremendously important. Brushed and softened to feel like wool challis, these fabrics are of cotton, and some added rayon. Traditionally, challis is interpreted in full-skirted, peasant-type dresses. But the new Dohskin Challis lends itself to the smartest silhouettes. For example, a tie-silk print would be effective in a slender dress-and-jacket combination, or the important shirt dress.

The wallpaper prints—muted stripes with a floral design—take well to a softened silhouette, with more ease in the skirt. Stripes may be treated boldly, and worked both horizontally and vertically for dramatic trim effect.

With the Oriental and Italian influences showing strength, paisleys and baroque designs are suitable and charming for after-five costumes.

In these fabrics, colors are subdued, with softened reds, Wedgwood blues in combination with turquoises, and muted, olivey-greens taking top honors.

New surface treatments in fabrics turn the simplest silhouette into an important outfit. A new brocade design in cotton has a soft, traditional elegance; it would be wonderful in a slender street dress or as part of a separates wardrobe. These dobby cottons are available in wash-and-wear fabrics and strike a crisp note.

Teasel cottons appear in ladylike patterns of stripes and provincials, as well as solid colors. In gay shades, they might provide a bright note at early-fall parties.

Dramatizing the casual wear picture is the brushed look, ranging from subtle surface softness to bold, shaggy textures in the mood of the Hudson

Bay wools, and done in cotton flannels.

Giant plaids in traditional red and black or black and white are printed to give an illusion of deeply brushed pile. A true north country feeling is seen in bold stripes on a white ground, styled exactly after the wonderful Hudson Bay blankets. These dramatic designs are natural for sportswear—car coats, lumberjack shirts, or wide skirts.

Plenty of "neat" patterns are available for trim, shirtwaist dresses or college sportswear. Teasel cloth in stripes or solids, or the Sanforized French flannelette, are particularly suitable for these styles.

Suede cloths give a wonderful feeling of texture. Ombred stripes blend fuzzily to add to the illusion of surface depth; tweedy prints are seen in rich colors. In addition to sportswear

(Please turn to Page 38)



Sanforized Photos

A baroque print in the Italian manner, styled with elbow sleeves, velvet trim and belt.



Fabric looks like heavy wool but is actually cotton flannel that is readily washable.

# Apples Are In Season...

**T**HERE is no fruit which lends itself to a wider variety of appetizing desserts than the Canadian apple. With the new crop appearing on the market, now seems a good time to give recipes—some old, some new—which we hope you'll like.

Perhaps the most popular dessert in this country is Apple Pie—served plain, a la mode, or with nippy cheese. While a good many of our readers are past masters at pie making, some of our younger readers, who are still in the learning stage, may like a good recipe and so our first one is for the ever-popular

## APPLE PIE

Pastry for 9-inch pie; 1 cup sugar;  
7 cups thinly sliced apples; 1 tablespoon butter.

Make your favorite pastry. Wipe, quarter, core, peel and slice apples, then measure. Arrange apples in layers in pastry-lined deep 9-inch pie plate. Sprinkle each layer with sugar. Dot top layer with small pieces of butter. Cover with top crust. Place pie on lowest rack in oven preheated to 450°F (very hot). Bake for 10 minutes, then reduce oven temperature to 350°F (moderate oven) and bake for 30 to 35 minutes longer. Delicious—served hot or cold.

Another old standby and favorite is

## DEEP-DISH APPLE PIE

6 medium apples; 1 teaspoon grated lemon rind;  
1 tablespoon corn starch; 3 tablespoons butter melted;  
1 teaspoon cinnamon; 1½ cups dark corn syrup;  
2 tablespoons sugar; 1 teaspoon lemon juice;

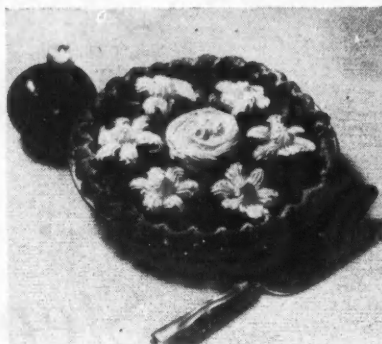
Peel and core apples; cut in eighths. Put in six individual deep-pie dishes. Combine other ingredients as listed; blend well. Pour equally over apples. Prepare pastry. Cut into six circles ½ inch larger than pie dishes. Place over apples. Turn under outer edges; seal and flute. Bake in hot oven (425°F) for 10 minutes, then reduce heat to moderate (350°F), and bake 35 minutes longer. Serve warm.

## NEW FASHION APPLE PIE

6 Rome Beauty apples; ½ recipe very rich plain pastry; ½ cup seedless raisins; ¾ cup pecan pieces; ½ cup brown sugar; ½ cup granulated sugar; ¼ teaspoon nutmeg; ¼ teaspoon cinnamon;

2 teaspoons corn starch; 1 teaspoon orange rind; 3 tablespoons margarine; 3 tablespoons orange juice; 1 tablespoon lemon juice; 8 ounces cream cheese; ½ carton plain yogurt.

Peel and core apples. Soften raisins in hot water, pat dry. Roll pastry, place in 9-inch pie plate, building edges high. Spread raisins over bottom. Slice apples in eighths and place an even layer over raisins. Add pecans and another even layer of apples. Blend together starch, sugar, cinnamon, nut-



New fashion apple pie.

NEA Photo

meg, orange juice, orange peel and lemon juice; sprinkle over apples. Bake at 300°F 1½ hours. (If apples brown too quickly, cover top with aluminum foil.) Cool. Blend cream cheese and add enough yogurt to make a stiff cream, using about ½ carton. Whip, then decorate pie.

## CINNAMON APPLE-RICE PUDDING WITH CUSTARD SAUCE

### CINNAMON APPLE-RICE PUDDING:

2 cups water; 1 teaspoon salt; 1 cup uncooked white rice; ½ cup sugar; 1 teaspoon corn starch; ¼ cup water;

Grated rind of 1 lemon; 4 teaspoons lemon juice; 1 tablespoon red cinnamon candies; 6 medium baked apples; ½ cup milk.

### CUSTARD SAUCE:

2 cups milk; 2 eggs; ½ teaspoon salt;

¼ cup sugar; ¼ teaspoon vanilla.

To make the Cinnamon Apple and Rice Pudding, put the 2 cups of water, salt and rice in a 2-quart saucepan. Bring to a vigorous boil. Turn the heat as low as possible. Cover the saucepan with a lid and leave pan over this low heat 14 minutes. Remove from heat but leave lid on 10 minutes. While the rice cooks, mix together the sugar and cornstarch in a small saucepan. Stir in the water, lemon rind and juice and the cinnamon candies. Cook, stirring constantly, until the sauce boils and candies melt. Wash and core the apples. Pare one-third of the way down from the stem end. After the rice has cooked, place the rice and milk in a greased shallow baking dish. Place the apples over the rice, spoon some of the hot syrup over each apple. Bake, uncovered, in a pre-heated 350°F oven until the apples are just tender when pierced with a fork (about 45 minutes). During the baking, from time to time, spoon the syrup over the apples until all the syrup is used. Serve warm or chilled with the custard sauce.

To make the Custard Sauce, scald the milk in the top of a double boiler. Slightly beat together the eggs, salt and sugar. Slowly add the hot milk to the egg mixture. Mix thoroughly. Return to the top of the double boiler. Stirring constantly, cook over hot

water only until the mixture coats a metal spoon. Do not overcook or the mixture will curdle. Stir in vanilla. Cool then chill. Yield: 6 servings.

## BAKED APPLE HALVES WITH RAISINS

1 1/3 cups water; 1 teaspoon salt; 2/3 cup uncooked white rice; 1 teaspoon vanilla; 1/2 teaspoon cinnamon; 1/4 cup sugar; 1 cup milk; 3 medium to small baking apples;

1/3 cup uncooked raisins; 3/4 cup light brown sugar, firmly packed; 1 cup syrup from canned purple plums, peaches or apricots; Milk or cream.

Put the water, salt and rice in a 2-quart saucepan. Bring to a vigorous boil, then turn heat down low. Cover with a lid and simmer over this low heat 14 minutes. Remove the saucepan from the heat but leave the lid on at least 10 minutes.

Stir in the vanilla, cinnamon, sugar and 1 cup milk. Spread over a greased shallow baking dish about 6½" x 9½" x 2", which holds at least 7 cups.

Cut apples in half and core. Arrange over the rice. Fill the apple centers with raisins. Sprinkle the apples with half the brown sugar. Spoon some of the fruit syrup over the apples. Place in a pre-heated 350°F oven. Halfway through the baking, sprinkle on the rest of the brown sugar. During the baking, spoon the fruit syrup over the apples from time to time. Bake about 1 hour or until the apples are tender and most of the liquid is absorbed. Liquid will be absorbed after the dessert is removed from the oven. Serve warm with milk or cream. Yield: 6 generous servings.

Our final recipe is for one of my favorite dishes

## DANISH APPLE PIE

1 quart applesauce; 2 cups toasted bread crumbs; 3 egg yolks, beaten; 1/3 cup melted butter or margarine;

½ teaspoon cinnamon; ¼ cup sugar; 3 egg whites; ½ teaspoon vanilla; 6 tablespoons sugar.

Combine applesauce, toasted bread crumbs, beaten egg yolks, butter, cinnamon and sugar. Bake in a greased 2-quart casserole in a moderate oven



American Institute of Baking Photo

Danish apple pie.

(325°F) for 45 minutes. Remove from oven. Beat egg whites until stiff. Add vanilla. Top apple bake with meringue and return to oven for 15 minutes, or until brown. Yield: 8 servings. ★

# The Voice With a Smile

Courtesy and Service are built-in features with the voice that answers the CNR telephone in St. John's Newfoundland. A pleasant voice pays off.

**By R. W. Fogwill**  
General Chairman, Old Colony  
Lodge 443  
St. John's, Newfoundland

"GOOD AFTERNOON, C.N.R." . . . "yes, one moment please" . . . "hello, Mr. —, please. There you are."

This pleasant greeting is what you hear when you dial 5001, Canadian National at St. John's, Newfoundland, and are connected with a phone in the railway offices. "Courtesy and service" keynotes Canadian National policy and it is certainly evident when we hear the charming voice of Mrs. Gertrude Davenport on the other end of our telephone line.

The slogan is the constant creed of Mrs. Davenport, who is a member of Old Colony Lodge 443 at St. John's, and because of her outstanding capability in her job, she was recently re-classified from telephone operator to telephone operator and information clerk.

A charming, petite brunette standing just 5' 1", Mrs. Davenport worked and travelled widely in the United States before returning to her native St. John's where she joined the Canadian National six years ago. She now lives in this capital city with her mother and 12-year-old daughter, Marilyn.

Being a seasoned traveller with a good knowledge of geography, Mrs. Davenport says this is a great asset in responding to the flow of calls for information as to train and boat con-

nections, arrival and departure times, distances between rail and non-rail towns and outposts, etc. On the personal side, Mrs. Davenport invariably knows where to locate everybody who is anybody, as well as having on the tip of her tongue the names of the captains and officers of the dozen or more CNR ships that ply the "big island's" coastal waters.

"Of course," says Mrs. Davenport, "there is the lighter side to the job, also, and travellers come up with some gems." She liked these: One lady called and being pleased with the courteous greeting decided to go on farther. "My dear," she said, "on next Thursday, a week from today, I am leaving here for the mainland. I don't mind travelling on trains; I rather like it, but I get awfully seasick. I wonder could you let me have your forecast for Friday night's ferry crossing to Sydney, because if it's stormy, I won't be able to go." Strictly for the birds was the query from another lady who wanted to know if she could take her two budgie birds in the pullman with her.

Mrs. Davenport is on the job 9-6 Monday through Friday at the switchboard in CNR headquarters building, St. John's, confronted with rows of blinking lights, and handling through 'phone service a large portion of the ever-increasing volume of CNR business calls. ★



A fountain of knowledge in the St. John's office, Gertrude Davenport knows all the answers for telephone callers.

## Teen-Ager Needs Her Own Room

**By Anne Sutherland**

VACATION time is over and the children are back in school. So far, they're just getting accustomed to the new routine, but before the many activities associated with school get started, the teenager will want to get her room ready for study, and also for entertaining the crowd—to be able to do so in her very own room for greater privacy and not to bother the family too much will mean so much to her. By giving her bedroom a "living room" look, she'll have such a spot—equally suitable for entertaining and for quiet enjoyment or study by herself. Even the teenagers like to be alone some times.

Whether starting from scratch, or re-doing an old room, make sure you have an attractive decorating scheme, with suitable carpet and furniture. Choose the carpet first, and you can easily build a decorating scheme around it. A girl with future marriage plans after school days are over, by selecting attractive pieces now for her room, can take them with her for a good start in her new home.

Here are some do's and don'ts which will make the difference between a drab room and a much-admired one:

**DO** remember that a little planning will help you get just the furnishings for your needs.

**DON'T** buy piecemeal and expect everything to "go together"; plan first.

**DO** choose a carpet that has an interesting texture, or pattern. There is a wide choice to suit every taste, at every price level.

**DON'T** think just any sort of carpet will do. It is important to take care in the selecting of this basic element of the room. After the carpet is chosen, you can build your decorating scheme from the floor up.

**DO** buy furniture that has pleasing lines; this type of furniture stays pleasing for years.

**DON'T** substitute originality for comfort; even boys like good-looking furnishings.

**DO** pay a lot of attention to quiet. You'll find that a rug cushion underneath a carpet will help to quieten sounds that could be annoying to other members of the household. Carpets act as an insulation too, providing cozy comfort.

**DON'T** let the family have reason to complain about the noise when the crowd goes upstairs for an after-game snack. Use draperies, upholstered furniture, and carpets to absorb most of the noise.

**DO** have plenty of lamps convenient to sofas and chairs, as well as on the study desk.

**DON'T** have silly looking lamps that do not fit in with the "living room" look you're trying to achieve.

**DO** have plenty of pillows, in many



shapes and sizes. They can help out in seating arrangements.

**DON'T** worry about providing chairs for everyone. Sitting on the soft, carpeted floor, with a pillow or two to lean against, is fun.

**DO** have plenty of gay colors. Try the trick of easy-to-care-for texture in carpet, upholstery and drapery fabrics, for variety and individuality.

**DON'T** try to choose a color scheme until you've decided upon your floor covering. Lovely colors for a "living room" are gold, the various shades of beige, aqua-blue, cocoa, persimmon, greens and gunmetal gray.

To make the 'teenager in your life completely happy, fix up a room which will really be her own, one in which she will be glad to entertain her friends, and which she will be proud to keep gay and smart looking. ★

## Lunch Pail Tips For Busy Mothers

**A**FTER the Labor Day holiday comes excitement of another kind. It's school days for the youngsters and school daze for harried parents. Father pays the bills for the necessary shoes, corduroy trousers and plaid dresses, and helps out with arithmetic problems. To Mother falls the deadly day-in-and-day-out chore of fixing school lunch boxes, often in addition to packing a hearty meal for the man of the house to take to work. Here are some "meals that travel" tips that will lighten Mother's homework.

The first weeks of school will probably be hot Indian summer days, so dig out that insulated bag you bought for picnics. For a hot weather beverage, pack a can of grapefruit juice, include a puncture type can opener and straws. It makes a good thirst-quencher and provides the vitamin C which an active school child needs.

Sandwiches travel just fine when properly wrapped. Aluminum foil is ideal for sealing in flavor and freshness. Rely on favorite sandwich fillings like tunafish and salmon; pep them up with a tangy sauce. Don't forget that bacon makes delightful sandwich combinations when teamed with tomatoes, peanut butter, and cheeses. Left-over turkey and chicken slices are anybody's treat. So many varieties of bread can be bought that sandwiches should never be dull. Most rolls take kindly to sandwiches too, so try anything once!

If your children are not milk lovers, see if they like taffy flavor. Add a tablespoon of unsulphured molasses (rich in iron) to a glass of milk and stir well. They'll probably love it, and you'll have a new idea for filling the thermos bottle Monday through Friday. Good, hot or cold.

For chilly days, fill a thermos bottle with hot soup loved by most children. There is such a wide variety available

today in cans, that there should never be any monotony.

No lunch box is really complete without cookies. Here again, the variety is endless. Most children love peanut butter and chocolate chip, both of which are easy to make and which carry well.

To end a good school lunch, be sure to include some fresh fruit. Peaches, pears and plums are at their best during the early days of the school term, and later on what could be better than a juicy, delicious Canadian apple? For variety, too, there is the banana and the orange. Any fresh fruit in season will be appreciated by a hungry boy or girl. ★

## Transition Cottons

(Continued from Page 35)

and street dresses, they are ideal for pajamas and bathrobes.

There's exciting news, too, in solids. Some have been weather-proofed for active sportswear. Cavalry twill, noted for its long-wearing qualities and most often seen in riding breeches, has been

given a new look for fall. Colors such as Nassau blue, bright red, or white, add gaiety to car coats or Bermuda shorts. This fabric will be honor roll stuff on college campuses this fall. In many versions, cavalry twill is crease resistant. In all-cotton, it is bright and sturdy. In a new blend of cotton and acetate, it takes on a wool-dyed look, with a positive sparkle. When selecting a cavalry twill, make sure that it has been pre-shrunk to ensure continuing good fit.

For a co-ordinated look, twill solids are matched with stripes in wide color ranges. The trim, bright stripes almost ask for a button-down collar. Turn-about sateen is fun, and a convenience for women who sew their own. On one side, it's smooth sateen twill; on the flip side, there's a flannel-look design in typical patterns.

Such fabrics as poplin and polished cotton are popular for their versatility, their easy-care features, and their exciting colors. Poplin will be worn by the whole family.

With all the wonderful fabrics available, there's no excuse for waiting until the first cool day to start a transition wardrobe. ★



### TWO YEARS OLD:

June Ann Mabie, Campbellton, N.B.

### THREE YEARS OLD:

Douglas Gillies, Hornepayne, Ont.  
Laura Madriga, The Pas, Man.

### FOUR YEARS OLD:

Brian Beattie, Dorval, Que.  
Glenn Gray, Belleville, Ont.  
Geraldyn Lynch, St. John's, Nfld.  
Kathy Miller, London, Ont.

### FIVE YEARS OLD:

Carolyn Ames, Beaverton, Ont.  
Heather Suzanne Cox, Vibank, Sask.  
Larry Morton, Byemore, Alta.

### SIX YEARS OLD:

Brian Atkinson, Saskatoon, Sask.  
Margaret Lewis, Toronto, Ont.  
Wendy Miller, London, Ont.  
Scott Rayworth, Wolfville, N.S.

### SEVEN YEARS OLD:

Kathleen B. Edy, Laval, Alta.  
Sandra Lorene Key, Jasper, Alta.  
Gloria Kirkpatrick, Lewisporte, Nfld.  
Tommy Ledoux, St. Albans, Vt.  
Heather MacKenzie, New Glasgow, N. S.  
Ronnie Major, London, Ont.

Kenneth R. McLennan, Price George, B.C.  
Elsie Mullins, Port Aux Basques, Nfld.  
Alwyn Terry, St. Vital, Man.

### EIGHT YEARS OLD:

Debbie Gulte, London, Ont.  
Marilynne Joan Keefe, Montreal, Que.  
Lorne Mansfield, St. Vital, Man.  
Charlotte Poltras, Biggar, Sask.

### NINE YEARS OLD:

Glen Wile, Noranda, Que.

### TEN YEARS OLD:

Carol Blackley, Sarnia, Ont.  
Jimmy Fry, Barrington Passage, N.S.  
Shirley Goldberg, Gravenhurst, Ont.  
Charlene Lovelock, Lewisville, N.B.  
Rachel Ouellette, Edmundston, N.B.  
Walter Popeniuk, Stenon, Sask.  
Paul Ross Robie, North Stratford, N.H.

### ELEVEN YEARS OLD:

Ricky Bent, Colfax, Sask.  
Edward Dupre, Prince George, B.C.  
Plus Fitzpatrick, Souris, PEI.  
Carol Gray, Belleville, Ont.  
Ronald A. C. McRendall, Giffard, Que.

### TWELVE YEARS OLD:

Irene MacGinnis, Ingersoll, Ont.



We regret to report the following deaths among members of the active railway personnel and pensioners.

## PENSIONERS

NAME	AGE	OCCUPATION	RESIDENCE
Ahlgram, J. W.	70	Clerk	Winnipeg
Anderson, M. H.			
Archer, J.	69	Carpenter	Toronto
Barber, P.	76	Sectionman	Konoka
Barlow, J. G.	83	Locomotive Engineer	Toronto
Barnett, L. S.	72	Agent	Cobourg
Beauchamp, J. A.	79	Section Foreman	St. Monique
Bishop, G. L.		Stover	Chicago
Brown, H.	76	Coach Painter	St. James
Bruce, C. L.	68	Conductor	Winnipeg
Buckles, R. J.	74	Chief Steward	Halifax
Burr, D. T.	71	Carman's Helper	Lindsay
Campbell, D.	76	Brass Finisher	Croydon
Campbell, J. R.	72	Bridgeman	Ottawa
Cann, B. P.	82	Asst. Manager-Comm.	North Sydney
Carr, I. E.	64	Conductor	Belleville
Carr, W. J.	78	Switchtender	Pt. Edward
Carroll, W. G.	67	Agent-Operator	Saskatoon
Chambers, R.	65	Ticket Agent	Vancouver
Clark, E. B.	81	Switchtender	Hamilton
Cocks, F.	73	Burner	London
Collins, J. F.	68	Carman	Belleville
Cooper, C. P.	72	Co. Carpenter	Winnipeg
Craig, W. E.	63	S.C. Conductor	Vancouver
Crandall, J. H.	90	Carman	Moncton
Crandall, W. A.		Boiler Maker's Helper	
Crosby, I. S.	70	Agent-Operator	Charlottetown
Cyr, J. A. P.	68	Train Despatcher	St. Lambert
Dalton, M. P.	88	Checker	St. Albert
Dampier, J. A.	74	Baggage Porter	Guelph
Daniel, J. E.	86	Travelling Auditor	St. James
Darveau, J. L. R.	69	Loader-Trucker	Quebec City
Davis, T.	67	Section Laborer	Winnipeg
Dawson, J. C.	67	Agent	Barrie
Deering, T. F.	70	Senior Clerk	Downey
Degre, M. E. P.	68	Shed Foreman	Granby
Dershko, A.	75	Blacksmith	Winnipeg
Dewar, A.	89	Locomotive Engineer	Ottawa
Dickie, W. S.	82	Section Foreman	Pie. A La Garde
Dodson, A. R.	72	Chief Stationary Engr.	Norwood
Doherty, J.	76	Switchtender	Deseronto
Draper, N. S. S.	81	Section Foreman	Vancouver
Drobot, W.			Baudette
Dube, J. A.	78	Cooper	Montreal
Duff, Margaret M.	86	Clerk	Toronto
Ellenoff, J.		Crossingman	Durand
Falmon, E. J.	86	Laborer	Shelbrook
Flaker, T. A.	66	Locomotive Engineer	Toronto
Foot, D. M.	86	Track Foreman	Toronto
Foster, G. F.	69	Special Agent	Belleville
Fredrickson, J. F.			Cloduet
Fuller, J.	75	Boilermaker	Edmonton
Fulminis, B.	76	Laborer	Brantford
Giggins, E. S.	83	Section Foreman	Winnipeg
Gill, A.	70	Yard Helper	Ottawa
Gilmore, A.	80	Locomotive Engineer	West Vancouver
Goddan, W. A.	76	Section Foreman	Ethel
Goodier, E. J.	95	Operator	Georgetown
Graham, J.	74	Brakeman	Owen Sound
Groves, R. W.	74	Equip. Inspector	Springfield Park
Hare, G. A.	83	Coach Painter	London
Hare, J. H.	80	Pipefitter	Richmond
Harvey, W.	76	Porter	Toronto
Holloway, H. C.	87	Chargehand	Vancouver
Hutchison, W.	70	Conductor	Stratford
Ide, A. E.	78	Operator	Toronto
Ise, A. F.			Virginia
Jones, W.	68	Electrician	Carletonville
Kazakoff, W.	69	Sectionman	Kamsack
Kelly, M.		Gateman	Montreal
Kennedy, H. G.	65	Yard Foreman	Mimico
King, W. E.	69	Locomotive Engineer	London
Kowalczyk, J.	71	Sectionman	Saskatoon
Kuchmi, J.	73	Sectionman	Winnipeg
Kutas, C. J.		Section Foreman	Ranier
Laliberte, J. O.	72	Mach. Helper	Quebec City
Langlois, J. H. I.	76	Cl. Laborer	Hull
Levesque, C. A.	70	Agent	Roberval
Lindon, E. C.	63	Checker	Devon, Eng.
Lott, G.	80	Maintainer	Belle River
Louch, A. W.	58	Chief Despatcher	Winnipeg
Manin, S.	74	Coach Carpenter	Montreal
Marengo, Z. A. E.	79	Painter	London
Martin, J.	78	Stationary Fireman	Transcona
Martyniuk, N.	80	Trucker-Laborer	Sioux Lookout
Maxwell, J. J.	68	Electrician	

## NAME

## AGE

## OCCUPATION

## RESIDENCE

McCann, P. M. C.	75	Switchman	Orillia
McConachie, J.	70	Sectionman	Oakville
McCaig, R. R.	82	Crane Operator	Toronto
McDonald, J. A.			Montpelier
McEwen, R. R.	67	Locomotive Fireman	Barrie
McLaren, A.	78	Switchman	Brockville
McLean, J. A.	72	Conductor	Winnipeg
McNabb, A. H.	70	B.M. Helper	Winnipeg
McRae, W. K.	72	Section Foreman	Drumheller
McTavish, J. T.	75	S.B. Fireman	Charlottetown
Michaud, J. E.	77	Freight Carman	Ville LaSalle
Moon, D. E.	67	Freight Car Painter	Toronto
Moreman, G. A. A.	68	Fitter	Verdun
Nicholls, R.	67	Boilermaker	Niagara Falls
Orsini, F.	73	Asphaltman	Montreal
Paradis, J. E.	78	Carpenter	Charny
Pearson, W. J. H.	59	Asst. Superintendent	Richmond
Perry, C. H.	71	Locomotive Engineer	Edmonton
Potter, F. W.	81	Locomotive Engineer	Belleville
Quinsey, H. N.	64	Brakeman	Belleville
Quintilian, A.	66	Section Foreman	Toronto
Readman, J. H. D.	65	Yardman	St. Elzear
Raid, I. E.	60	Sectionman	Winnipeg
Richard, L. D.	77	Equipment Insp.	St. Catharines
Riddell, W. W.	66	Locomotive Foreman	Barrie
Rouillard, J. G. C.	61	Section Foreman	St. Hilaire
St. Ronge, A. B.	76	Baggageman-Checker	Vancouver
Schaffer, G. A.	70	L. H. Pipefitter	Edmonton
Silver, J. H.	85	Sectionman	Hemford
Simpson, W.	72	Asst. Foreman	Harrington
Smith, A. G.	65	Locomotive Engineer	Montreal
Smith, S. G.	66	Conductor	Richmond
Smith, W.	75	Blacksmith	New Westminster
Sutcliffe, H.	88	Carman	Bournemouth, Eng.
Tannas, J.	68	Sectionman	Barwick
Taviner, W. F.	75	Brakeman	Toronto
Vokey, A.	63	Chief	Winnipeg
Walsh, P.	82	Boilermaker	Stratford
Ward, H.	75	Machinist Helper	Winnipeg
Wardell, P. F.	63	Conductor	Winnipeg
Watson, C.	65	Laborer	Cote St. Paul
Whitman, W. H.			Bryants Pond
Wicks, C.	80	Sectionman	Niagara Falls
Wincow, G.	72	Sectionman	Portage La Prairie
Wood, G. H.	80	Gateman	Toronto
Wood, W. G.	67	Storekeeper	Saskatoon
Wyer, F. H.	67	Trans. Inspector	Florida

## EMPLOYEES

NAME	AGE	OCCUPATION	LOCATION
Allen, G. W.	61	Machinist	Stratford
Archambault, J. P.	64	Coach Truckman	Montreal
Bentley, C. R.	57	Cellar Packer	Battle Creek
Bilodeau, R.	31	Maintainer	Ottawa
Bilyk, T.		Stores Laborer	Transcona
Boney, M. K.	58	Locomotive Engineer	Pontiac
Bramm, R. H.	63	Asst. Foreman	Montreal
Burkett, C.		Boilermaker	Transcona
Carruthers, R. W.		Train Clerk	Edmonton
Cattenguy, J. R.	32	Crane Engineer	Central Region
Collingwood, W.	56	Laborer	Toronto
Courtney, H.	51	Clerk	Toronto
Creemer, G. M.	24	Helper	Toronto
Davis, F. T.	64	Switchtender	Brockville
Denton, M. L.	61	General Clerk	St. Catharines
Hamilton, C. H.	68	Ticket Agent	Lansing
Hannan, J. L.		Storekeeper	Vancouver
Kirby, D.	51	Oiler	Milwaukee
Larsen, C. A. W.		Timekeeper	Prince Albert Div.
Lefebvre, J. L.	55	Carpenter	Montreal
Legault, J. E. L.	49	Checker	Montreal
Legris, C. J. L.	19	Automatic Oper.	Montreal
Lewis, G. F.		Train Agent	Ft. Arthur Div.
May, R. G.	56	Clerk	Montreal
Murphy, A.	56	Morse Supervisor	Olivers
Newman, J. F.	65	Yard Foreman	Olivers
O'Connor, P. J.	56	L.H. Machinist	Mimico
O'Grady, Mildred V.		Stenographer	Duluth
Ouellet, J. G. A.	35	Operator	St. Rosalie
Riopel, J. G. L. A.	49	Carman Helper	Montreal
Sammson, J. J.		Locomotive Engineer	Port Arthur
Serazin, J. A. A.	50	Clerk	Montreal
Smith, H. L.	60	Yard Foreman	Fort Erie
Stone, A. V.	55	Machinist	Stratford
Thorpe, H. T.	37	Yd. Fmn & Yardman	Toronto

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